RAILROAD

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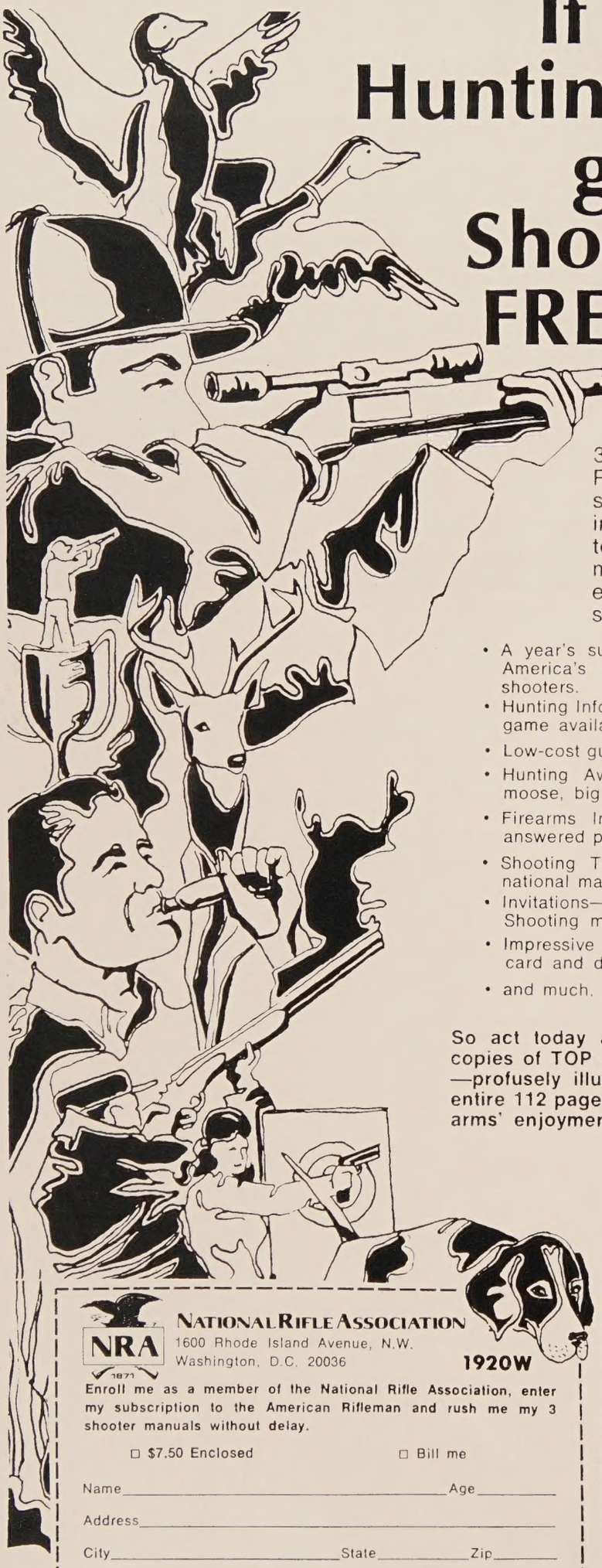

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RAILROAD MAGAZINE

Adventurous Railroading and Rail Hobbies—Founded 1906

VOL. 88, No. 1 NOVEMBER, 1970 60 CENTS

FREEMAN HUBBARD
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MICHAEL A. EAGLESON
Steam Locomotives

STEVE MAGUIRE
Transit Topics

JAMES EDMONSTON
Diesel Locomotives

ALBERT HERSKOVITS
Associate Editor

SY REICH
Technical Editor

BARBARA KREIMER
Information Booth

JOSEPH EASLEY
Illustrator

May 31, 1970: Paul Merriman's ex-Southern 4501, on fantrip, trails smoke over Bridgeport, Tenn.
Robert L. Harvey, 3820 Skyland Dr., Kingsport, Tenn. 37664

ILLUSTRATED FEATURES

Photographs of the Month 13
Steam Days: Jersey Central ..... Bert Pennypacker 20
Interesting Railfans No. 95: Kristofer P. Miller 30
Passenger Train Survey 34
Rosters of Texas Shortlines ..... Sy Reich 40
SP&S Motive Power Roster ..... Sy Reich 52
Along the Iron Pike (*pictorial*) ..... Joseph Easley 61
Roster of Texas & Pacific ..... Sy Reich 64

AUTHENTIC FICTION

A Man's Job (*engine service*) ..... Gilbert Lathrop 45

DEPARTMENTS

The Mail Car 6
In Search of Steam 29
Transit Topics 36
Information Booth 42
Books of the Rails 44
Trackside: Diesels 56
The Hobby Club 62
The Switch List 65
Pen Pals Wanted 66
Coming Events 66

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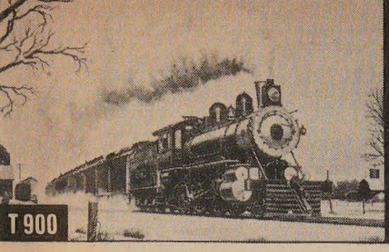
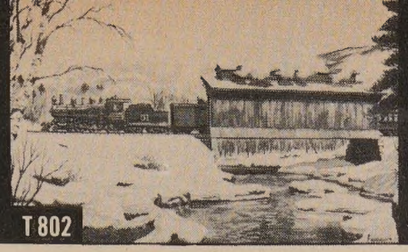
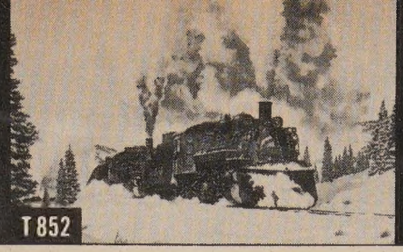


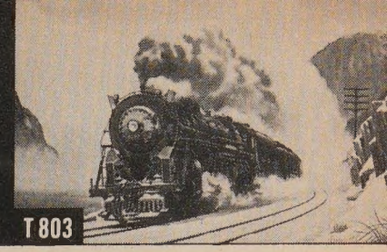
HEADING THE "FAST MAIL" IN 1899 — With every good wish for Christmas, etc. — **CB&Q Vauclain Compound**



HOLIDAY JOURNEY — May the Peace and Happiness of the Christmas Season, etc. — **1900 New England Local**



FROSTED STEAM — Merry Christmas and a Happy New Year — **Trio of K-36, 3 footers, Cumbres Pass, Colo.**



GREEN FLAGS FOR A CHRISTMAS RUN — May the meaning of the Season be deeper, etc. — **20th Century Lt'd.**

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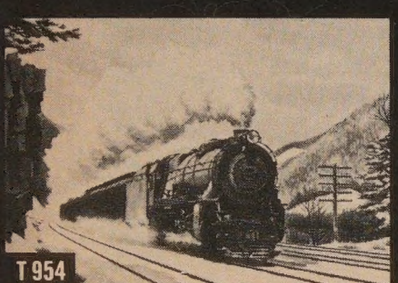
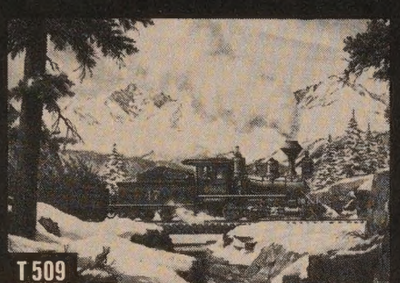
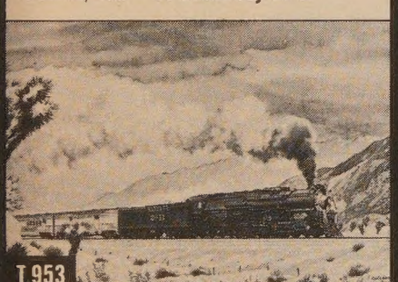


RUNNING LATE AND RUNNING FAST — May you and yours this Christmas day be blessed, etc. — **K4 Broadway Lt'd.**

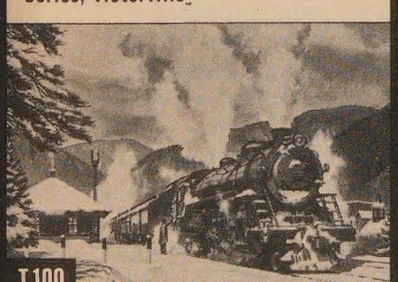


FRESH TREES AND FULL STEAM — Best Wishes at Christmas and through the New Year — **"Mogul" narrow gauge**

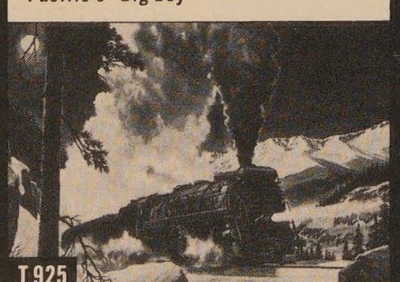


THE CHIEF ROLLS WEST — Peace and Good Will at Christmas, etc. — **Santa Fe 2900 Series, Victorville**

HEADIN' WEST TO LARAMIE — Merry Christmas and a Happy New Year — **Union Pacific's "Big Boy"**

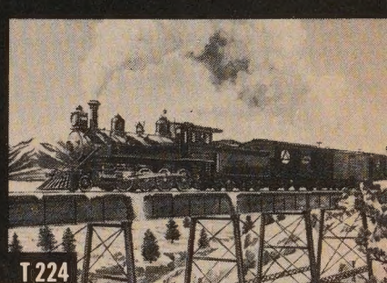


STATION STOP FOR THE B & O — May you and yours this Christmas day, etc. — **Baltimore & Ohio Pacific type**



NIGHT RUN IN THE ROCKIES — May the Spirit of Christmas be with you, etc. — **Rio Grande 3617 Mallet**

CLIMBING KICKING HORSE PASS — Best wishes for a Merry Christmas and a Happy New Year — **Canadian Pacific 5934**



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Idyllic scene at Pleasanton, California, on November 29, 1969. The Southern Pacific 8805—3600-hp SD-45, built by EMD in 1966—is wheeling freight eastbound out of Oakland, behind the dreamy-looking Miss Melody Meister.
Photograph by Virgil C. Staff

THE MAIL CAR

Where the editors and readers meet

TRAIN TIME at Punta Gorda, Fla., as shown on our front cover, was 9:45 a.m. last July 3rd. Northbound Seaboard Coast Line train 92, consisting of GP diesel 795, a baggage car, and a coach, would connect with *The Champion* at Lakeland. Trainwatcher Karol Ibach, age 17, traces her interest in trains partly to the fact that a great-uncle of hers was a locomotive engineer on the Deutsche Reichsbahn. This color-shot was made by William T. Morgan, 26-year-old postal clerk, P.O. Box 6863, Fort Myers, Fla. 33902. He used a Yashica Lynx 14 camera and Agfachrome film. ●

William T. Morgan

BILL GATES's suggestion (Sept. issue) that we keep *Railroad Magazine* "100 percent American" drew this retort from Elmer Treloar, 101 California St., Highland Park, Mich.:

"So he wants all foreign material kept out of *Railroad*! This would eliminate North America's finest scenery, the Canadian Rockies. Personally, I'd like to see stories and photos of electric trains operating above 12,000 feet in Uspallata Pass between Chile and Argentina; also stories and pix of Central Ry. of Peru, built in the Andes by Henry Meiggs, an American, and of Cerro de Pasco Ry, which reaches an altitude of 15,000 feet in Peru. Also, I'd like you to cover China, India, the Soviet Union, and the communist countries of eastern Europe

"Someone should tell Mr. Gates that foreigners have been responsible for most of the important developments in railroading. In France, for example, Marc Seguin built the first tubular boiler; and in Britain, Trevithick and Stephenson developed the first practical locomotives. Other foreigners, Walschaert, Belpaire, and Mallet, made great contributions to steam power. The

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It's rich tobacco taste you want, not the smoke, right? You'll find that a pinch of our fine smokeless tobacco between gum and cheek sure beats smoking. You enjoy rich tobacco taste naturally. No smoke clouds the issue. It's just you and the good rich taste of tobacco, tobacco that's too good to smoke. For more information on our fine smokeless tobaccos, just write United States Tobacco Company, Dept. R, 100 West Putnam Avenue, Greenwich, Connecticut 06830.

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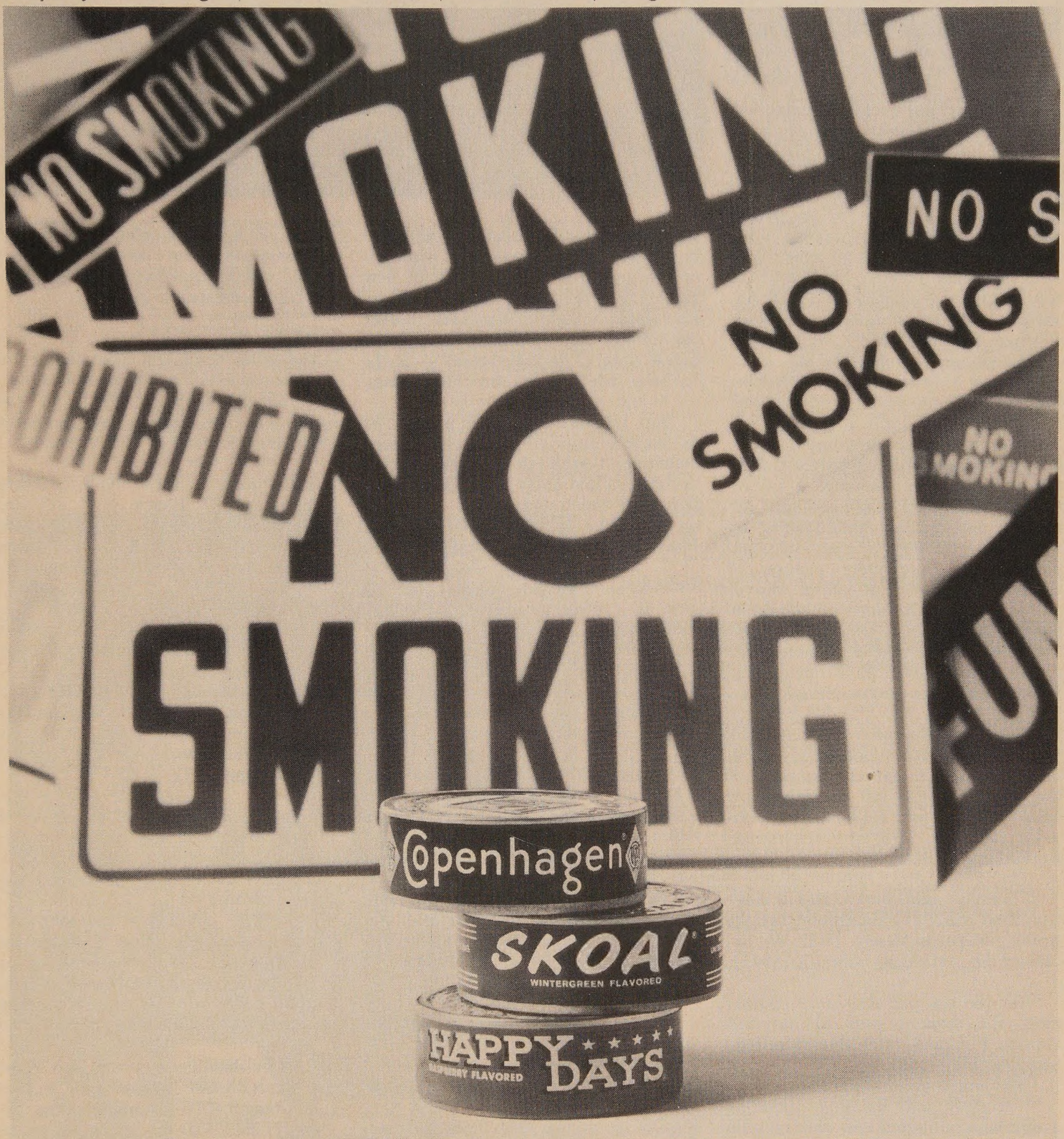

The smokeless tobaccos.

Ontario Northland was the first carrier to use roller bearings and monel metal boiler tubes in their locomotives and the first to whip the problem of loose stay-bolts by anchoring them with explosive rivets.

"Radio, disc-brake, and jet engine were all European inventions. Maesel Works developed hydraulic drives for diesel locos. A Croatian, Nickola Tesla, invented the electric transformer and induction motor which led to the development of electric trains. France and Japan are far ahead of the U.S. in high-speed electrics. Rudolf Diesel's internal combustion engine helped to make the steam loco obsolete. To ignore the contributions of foreigners to the railroad industry is narrow-minded."

Incidentally, our next front cover will show a foreign electric train. ●

ONE MAN'S viewpoint. "Your new column *Trackside in the Diesel Age,* plus Bert Pennypacker's *First Generation Diesels* (Aug. issue) give your magazine a better balance. Your best feature is *Passenger Train Survey*, but please devote more space to diesel-powered passenger trains. Also, I'd like to contact teen-age fans in my area." —Matthew J. Miles, 1252 W. 23rd St., San Pedro, Calif. 90731.

"Your covers are great and I like rail-girl pictures both on covers and inside the magazine. Although I am retired after 50 years in rail service, I am not too old to enjoy good-looking females. So in addition to plenty of steam photos, let's have more pictures of women. Steam engines had a way of talking to you. The smell of hot valve-oil, coal smoke, and even steam locomotive oil smoke were a lot better than diesel fumes."—Dan E. Bennett, 5830 Halifax Ave., Las Vegas, Nev. 89107.

"Now that *Railroad* is using slick paper, it will become increasingly popular in Europe. So far as I know, it is the only American rail magazine now being imported into Holland."—J. Kinnegin (age 17), 32-B C. P. Tielestreet, Rotterdam, Holland.

"Through your *Switch List* I have contacted many railfans throughout the world."—George Vesely, 9132 W. Sycamore Dr., Hickory Hills, Ill. 60457.

"Rail-girl pix give *Rairoad Magazine* more life than it used to have."—Gordon F. Crane, 3109 Maekridge Rd., Sarasota, Fla. 33581.

"I recently saw *Railroad Magazine* available to travelers on the rack in the lounge of the dome-observation car *Silver Horizon* on the Rio Grande's still-surviving *California Zephyr.*—Mark Anderson 24319 Burbank Blvd., Woodland Hills, Calif. 91364.

"Readers who like diesels should read *Trains, Railway Age,* or *Modern Railroads.* Your magazine is the only monthly I know of where steam still lives in abundance."—James Scofield, 2018 Brighton Cir., Augusta, Ga.

"*Railroad* is the only touch that many of us in military service still have with railroading, and it's valuable for research. I can't wait to leave the Army and return to the Penn Central, where I hold the rank of conductor on the old Marietta branch in Ohio, as my father and grandfather did before me. Although I am only 23 years old, my railroad experience included a tunnel cave-in and being trapped by flood for 10 hours atop a caboose last July 4." —Pvt. James H. Jackson, 271-46-1394, A-3-4, Fort Leonard Wood, Mo. 65743.

"I talked our librarian into subscribing to *Railroad Magazine,* which is now being introduced to a lot of new readers. Just think how much the magazine would be helped if railfans all over the country would do likewise with the public libraries in their areas!"— R. L. Johnson, 62 First St., Brockton, Mass.

"Jim Edmonston's diesel page is an excellent addition to your well-balanced magazine. I read all technical matter in *Railroad* and enjoy the *Mail Car,* but skip your fiction and vote to keep girls on the sidings."—D.W. Hunt, 79 Rector Place, Red Bank, N.J. 07701.

"Why should anyone object to posing girls in railroad pictures? Girls look much better than some male railfans dressed in engineers' outfits, with camera equipment around their necks. Keep publishing the girl shots. They add spice to the magazine."—Richard Palmer, Syracuse, N.Y.

"I just couldn't do without *Railroad.* I have all of your numbers since 1935, some even earlier. Whether you have steam, diesels, trolleys, or girls—or all of them—it's okay with me. Anyone who has ever been around a crew room or switch shanty knows that the talk eventually turns to girls; so why not have 'em in *Railroad Magazine?*"—William B. Garner 2745 Fremontia Dr., San Bernardino, Calif. 92404.

We have received so very many favorable comments on our new slick paper that we can't find space even to mention them. ●

DUE to lack of help, lack of time, and lack of storage space, we are no longer in a position to fill orders for back issues of *Railroad* the way they should be handled. We *could* fill a few orders at a cost of 75¢ per copy. Readers desiring old issues can get them through the *Switch List* or through dealers such as Arnold Joseph, 2512 Tratman Ave., Bronx, N.Y. 10461. We have no back issues on hand prior to March '66, and not all issues since then. A list of those still available will be sent on receipt of 6¢ stamped envelope. ●

RAIL FACTS. If the bankrupt Penn Central Transportation Co. were separated from its parent, Penn Central Co., the latter firm would be one of the most profitable real estate companies in the nation. In 1969, for instance, the company had real estate revenues of $278 million and real estate expenses of $173 million, for a profit of about $105 million on real estate operations alone. And the company has other non-railroad businesses.

The air is a bit clearer inside Boston & Maine passenger cars. The road has passed a new regulation banning smoking on all passenger trains.

A new fast freight service stretching 3,494 miles across the continent from Richmond, Va., to Richmond, Calif., has been inaugurated jointly by the Santa Fe, the Frisco, and Seaboard Coast Line, is daily in each direction.

Dead from a heart attack is Perry Egbert, age 77, Ithaca, N.Y. As vice president of Alco long ago, he directed the conversion of Alco's manufacturing facilities from steam to diesel locos.

"Correction. Engine pictured in September issue, top of page 28, is the *Pioneer,* as you state, but the Cumberland Valley's *Pioneer,* not CNW."—Richard F. Dipping, 3906 N. Richmond St., Chicago, Ill. 60618. Caption for photo at bottom of page 23 in our October issue should have said "opened in 1867," not 1872.

John W. Barriger, who was featured in our *Interesting Railfans* series, retired July 15th as president of the Katy and is now chairman of the M-K-T executive committee.

The Pullman-Standard Division of Pullman, Inc., has just completed its 200,000th freight car at Bessemer, Ala. The car is one of 1,000 boxcars ordered by the Southern Railway.

Colorful high-grade steam loco Yuletide cards, 7½x6″, printed by railfan John Rogers, 2107 Renfrew Ave., Elmont, N.Y. 11003, issued by American Artists, are sold nationally in many large stores, $13.50 per box of 25. Other excellent steam Christmas greetings may

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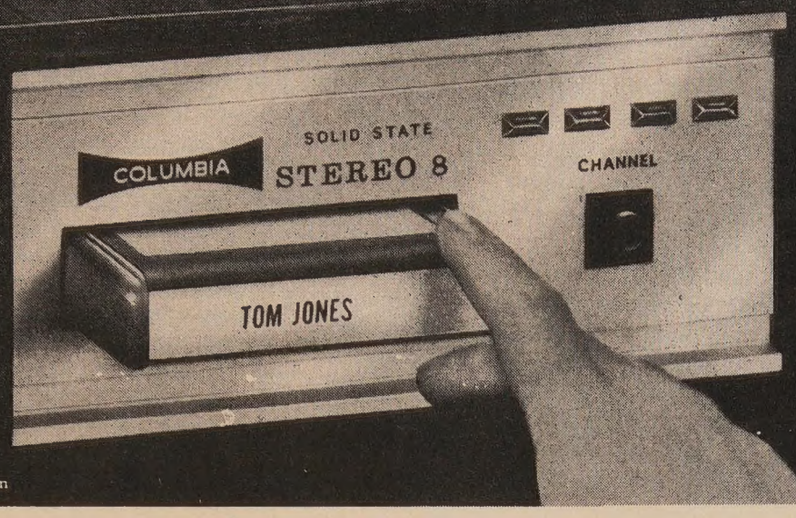

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Terre Haute, Indiana 47808

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As a member of the Service, my only obligation is to purchase as few as seven additional cartridges during the next 2 years at the regular Service price under the terms outlined in this advertisement . . . and I may cancel my membership at any time thereafter. If I continue, I am to receive an 8-track cartridge of my choice FREE for every two additional selections I purchase.

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☐ Miss. (Please print) First Name Initial Last Name

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State..... Zip.....

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A Federal Judge in Philadelphia, Pa., has barred Penn Central from authorizing a $114,000 annual pension for ousted chief executive officer Stuart T. Saunders. It was cut to $45,000, pending further litigation. ●

BERT PENNYPACKER'S article on *First-Generation Diesels* (Aug. isue) drew these comments from a retired Santa Fe engineman, F. H. Sutton, 2967 Glenn Ave., Los Angeles, Calif. 900023:

"Bert seems to have gone overboard in his glowing account of the FT 103. Those machines were not that good. The demonstrator and the first ones the Santa Fe got had more bugs than a flea-bag. The demonstrator was kept running by a GM expert present at all times. The firemen did more to keep the FTs running than they were ever given credit for. True, the later ones were improved. Even so, it took 4 of them to equal the horsepower of the 4-6-6-4's that Bert mentions, but the 4 units cost more than twice as much as the 4-6-6-4 and in less than 10 years they had to be sent in for rebuilding or were scrapped, whereas the 4-6-6-4s could have been running today.

"The later FTs lasted a little longer. However, the railroads are deep in debt for 3rd and 4th generation diesels today, only a short 30 years after the FT 103 came on the scene. And yet those steamers could have been maintained for a hundred years at a small part of the cost of buying new diesels every fifteen years or so.

"As for passenger diesels, the big 4-8-4's, particularly UP's 800s and the Santa Fe's 3780s and 2900s could outrun and produce more horsepower than the best 6000-hp diesel ever built. I once saw a comparative indicator card between a 6000-hp passenger diesel and a UP 800 in which the enormous starting power of the electric motors appeared away above that of the 800; but as they started moving the TE line (drawbar pull) dropped rapidly. The 800 came out gradually, so that at 40 mph the lines crossed and the 800 was out front with higher TE rating and higher speed, and it kept that way till the lines ran off the card a little above 80 mph. Above 50 mph the diesel line leveled off at about half the TE rating of the 800.

"I ran Santa Fe engines enough to know what they could do. On one occasion I came out of Barstow with the 3785 pulling a section of No. 3—1100 tons according to the wheel report. I soon had her doing 85 mph uphill toward the summit. It surprised me, as I hadn't had the privilege of operating those wonderful machines very much prior to that occasion. The new 4th generation diesels are reliable and powerful and able to make long runs on a tank of fuel, as much as 4000 gallons." ●

ON a February 22nd many years ago, when I was conductor on the Utah I.C. Railway, I ran an extra consisting of a motor car and six coaches from Salt Lake City to Logan, Utah.

Returning to Salt Lake City, I picked up a ring in the aisle of one of the coaches; but judging it to be a piece of 5-and-10-cent store jewelry, I gave it to the young daughter of a deadheading brakeman. At the next station, however, I received a wire: "Diamond ring lost by Governor Spry's wife in coach *Marretti.* Search at once." The child was now eating an all-day sucker. She had tossed the ring on the back of her seat. It was no trick for me to recover the "trinket." Later, I received a letter from the Governor of Utah enclosing $50 check, so the ring must have been valuable.—F.A. Goldsworthy, Blackfoot, Idaho 83221. ●

OVERSEAS. The railroads running through South West Africa's vast semi-desert face special problems. Recently, 250 laborers turned out to clear sand dunes from the track between remote Aus and coastal Luderitz where a passenger train was partially derailed by the drifting sand.

British Rail gave free trips to the seaside last summer on some East Anglican lines to children under 14.

Long-distance passenger trains may be fading away in other countries, but they are still big business in Australia.

India's railroads suffered over $360,000 in losses due to violence in different parts of the country in 1969 and the first month of this year. The violence included communal rioting, banditry, and vandalism.

In secrecy to keep off souvenir hunters, British Rail authorities burned the maroon *Royal Mail* coach that was looted of about $8,000,000 in the 1963 Great Train Robbery for which 14 men are in prison with a 15th being hunted in Australia. The recently retired car was destroyed, because the post office didn't want to sell something that had been involved in crime.

Japanese high school boys playing soccer missed a goal and at the same time, put one of Tokyo's rail commuter lines out of service for half an hour. The ball became lodged in overhead wires. Railway officials sent an empty train to the spot and knocked the ball down by thrusting up a pantograph from one of the cars. ●

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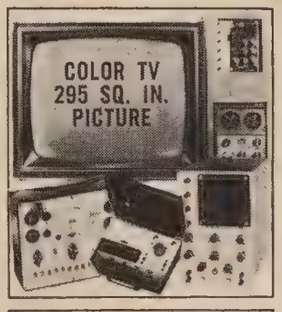

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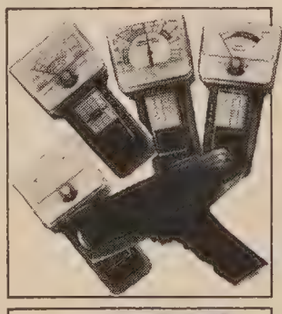

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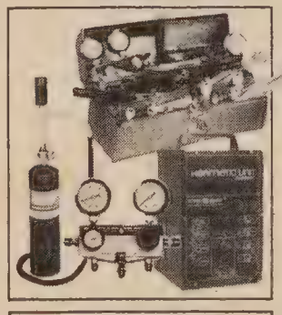

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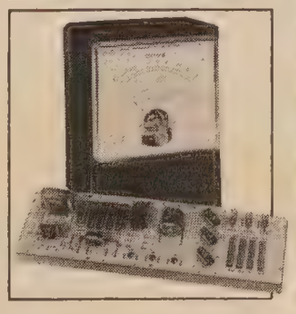

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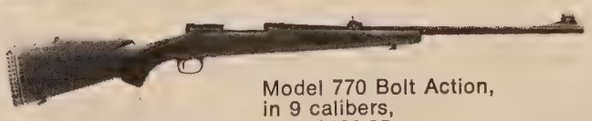

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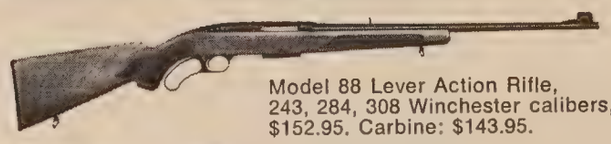

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Photographs of the Month

Robert E. Abernethy, 80 Duke St., Granite Falls, N.C. 28630

It's Sunday morning near Andrews Geyser on Southern Railway's Asheville division. Railroader in cupola of caboose can relax as the long freight snakes its way around the curve. Later, the train will pass over tracks in upper background.

Edward Blackman, P.O. Box 89, Georgetown, Conn. 06829

Graceful lines of No. 759 are viewed by engineer of a Delaware & Hudson freight as the NKP Berkshire crosses Erie Lackawanna's Starrucca Viaduct on May 30, 1970.

Three Pennsy "E' units head the *South Wind* at Louisville's Union Station, April '68. Thirteen-car consist includes a Northern Pacific dome car, leased each winter.

Wm. N. Clark, 4112 Hillbrook Dr., Louisville, Ky. 40220

Canadian Pacific train No. 26 speeds out of Bala, Ont., station in 1955.

Elmer Treloar, 101 California St., Highland Park, Mich. 48203

By pushing just two buttons, dispatcher Walter Schaukowitsch, seated at the new Pittsburgh & Lake Erie centralized traffic control console in Pittsburgh, can move and lock into place a track switch 60 miles away, in Youngstown, Ohio. Track display is above.

The days are gone when you could take a direct train from St. Louis to Omaha; here, we see train No. 119 arriving in Omaha in Sept. '48.
Photograph by Elmer Treloar

Lisa Mangan, Arlington, Vt., photographs Green Mountain Railroad's *F. Nelson Blount* arriving at Chester, Vt., loaded with excursionists.
Edwill H. Brown, 402 W. Main St., Norwich, Ct. 06360

RAILFANETTES

Kathy Wood looks over Seaboard Coast Line No. 106 in Fort Meyers, Fla. This diesel has an EMD engine in a Baldwin body. Built in 1944 as a VO 1000 (formerly the Atlantic Coast Line's No. 18), it later was given a 1200-horsepower EMD powerpack. Kathy is a diesel enthusiast.
William T. Morgan, Box 6863, Ft. Meyers, Fla. 33902

James T. Singleton, Jr., 5617 6th Court S., Birmingham, Ala. 35212
Betty Kling, 1970 "Miss Birmingham Transportation" shown with George L. Sitton, Jr., president of Heart of Dixie Railroad Club, Birmingham, Ala. Unlike most girls, she's very interested in railroads.

Steam Days on the *JERSEY CENTRAL*

by Bert Pennypacker

HOW MANY oldtimers can recall when the big, handsome, and powerful 831-series Pacifics sped the glamorous *Queen of the Valley* toward Harrisburg, Pa., their deep-throated whistles moaning across the Pennsylvania Dutch countryside?

Or the days when sturdy Ten-wheeler Camelbacks chuffed into and out of busy Jersey City terminal with Dunellen and Matawan commuter locals?

And who of us has fond memories of heavy freight tonnage being forwarded upgrade through the wild country of the upper Lehigh Valley with huge-boilered Mikados working their hearts out on the front and rear?

These are but a few recollections of steam power on the Jersey Central a quarter-century ago. In those days, my friends, the road's locomotive roster included 368 steamers and only 31 diesels, the latter being switchers.

The grandest show on Jersey Central rails occurred each weekday afternoon as the homebound suburbanite rush filled nearly all 17 tracks of the

great Jersey City ferry terminal with trains, ready and waiting for the highball that would send them toward green-foliaged suburbia. At first the trains stood practically empty. Then, palatial double-decked ferryboats—such as the *Elizabeth,* the *Bound Brook,* and the *Raritan*—crossed the broad Hudson from the Liberty Street wharf in Manhattan. As connecting ferries arrived and disgorged commuters by the hundreds, the terminal concourse suddenly became alive with hurrying crowds. Train announcements blared out over the public address system while neatly lettered signboards listed each train's destination.

One by one, they steamed from beneath the canopied Bush trainshed, threading a maze of interlocking switches and rounding a wide curve under the towering skeleton work of Communipaw Avenue bridge. As trains left for a dozen scattered destinations, your author as a fascinated railfan watcher noted that Ten-wheeler Camelbacks predominated in local service. Those in the 135-165 and 750-789 groups had begun life earlier in this century as fast freight power. Later they were converted in a three-way

Jersey Central 4-6-0 pulling a commuter local is framed by a picturesque old water tower at Atlantic Highlands, New Jersey.
Photo by Bert Pennypacker

Jersey Central train from Freehold, with Camelback No. 753, crosses trestle on the way to Matawan, N.J., March 14, 1953.
Photograph by Stephen D. Maguire

plan wherein new Mikados assumed most mainline freight work while the 4-6-0's then replaced old Americans and Moguls. Many 4-6-0's had the front-end train-lighting setup featuring a steam-driven dynamo on the tender, with jumper connections through the coaches. This was a novel way to eliminate costs of battery boxes and generators under each car.

Mainline locals ran in relays of four to Cranford, to Dunellen, to Raritan, and to Hampton, the last-named being 57.6 miles out. A handful of Camelback 4-4-2's, compact 4-6-4T suburbans, and possibly even a few of the venerable 2-6-2T hogs also might have been seen running as late as 1945. But JC's pride lay in its fleet of 21 Pacifics which handled most of the longer runs and heavier trains. They could always be found on Mauch Chunk trains and on many Bay Head runs.

Warren Crater, a longtime Jersey Central hogger and railfan of Roselle Park, N.J., who has just retired, recalls his displeasure long ago in running the 820-830 series Pacifics.

"On week-ends, I'd frequently work off the extra list and get the 820's on Bay Head runs, not my usual assignment," he says. "Well, it seems they lowered the cabs four inches to get them through Lansford tunnel when the *Williamsporter* was inaugurated in 1930. This meant that the seatbox went down four inches while the throttle and other controls remained in place on the boiler. You may not think a mere four inches would make much difference, but in my case it did. After a day on that engine, my left arm and shoulder ached. I welcomed Monday morning when I could return to my nice, comfortable 0-8-0 Camelback cab."

Speaking of Pacifics reminds us of the glamour trains of three roads that proudly steamed out of Jersey City terminal each afternoon. The huge and capable 831-835 series JC engines handled the famous *Queen of the Valley* with its air-conditioned coaches and club car to Harrisburg, Pa., 178 miles. It was Jersey Central's longest passenger run and it went over Reading tracks west of Allentown.

The Reading *Crusader* also left for Philadelphia with its G1sas Pacific clad in gleaming stainless steel to match the five-car train with an observation car at each end. And last but not least, a Baltimore & Ohio "President class" P7 Pacific in blue livery barked away from the waterfront railhead for Washington with train 523, *The Marylander*. It ran over a route we fondly remember as the Royal Blue Line.

Only a short distance west of Jersey City, Communipaw engine terminal serviced the vast motive power needs of the area, including just about every

One of CNJ's mighty P52 Pacifics rounds a bend on Reading's Bethlehem branch.
Bert Pennypacker, 4307 Palmetto St., Philadelphia, Pa. 19124

Jersey Central Camelback No. 757, heading a two-car passenger train, crosses highway at Marlboro, N.J., at 50 mph. on Matawan-Freehold run, Feb. 14, 1953.
Photograph by Stephen D. Maguire

type of Jersey Central locomotive from 0-6-0 switchers to 2-8-2 freighters and passenger types. There were also B&O's Royal Blue Line engines and Reading Pacifics, Mikados, and Northerns.

"I've seldom seen so many engines in one place at one time," said a visiting railfan. "The thick smoke haze sometimes made good photography difficult."

The twin turntables of two 30-stall roundhouses—one for passenger and the other for switching and freight power—were kept busy twirling more than 200 engines a day which the terminal dispatched. During mid-morning to mid-afternoon Communipaw's ashpit, inspection, and ready tracks would be especially crowded with commuter-train engines.

A retired Reading hogger who once ran freight to Jersey City recalls an overly zealous hostler at Communipaw.

"It was a nasty cold night with a sleet storm cutting your face like needles and coating everything with ice," he says. "We all hurried to finish our work and seek shelter. Possibly for this reason, a hostler failed to notice that the coal-gates were open on the tender of a Jersey Central Mikado. Well, sir, he spotted the hog under the coal chute and filled her tender heaping full. Then, after scrambling up the icy gangway, he found his cab entrance blocked by several tons of black diamonds that had flowed through the open coal-gates and nearly filled the cab! It took a couple hours of tedious hand shoveling to correct this mistake.

"Finally, with the cab cleared of

Collection of Warren B. Crater, 270 W. Colfax Ave., Roselle Park, N.J. 07204
Central Railroad of New Jersey had two main engine terminals. This is the one at Bethlehem, Pa., as it appeared in 1937.

coal, the hostler was in such a rush to get the engine turned that he approached the turntable a little too fast. Since the table wasn't aligned for his track, he applied the brakes. The wheels stopped, but the hog kept sliding toward the open pit on slippery rails! Our hero, now thoroughly scared, blew the whistle and leaped from the cab. Luckily, the rear tender wheels stopped inches from the brink."

Because of vast terminal and industrial facilities in the Jersey City-Bayonne-Newark area, the Jersey Central's steam roster of 368 engines was topheavy with 0-6-0 and 0-8-0 switchers. This costly terminal operation plus a big commuter business and very short over-the-road freight hauls kept the railroad on shaky financial ground for years.

Reading domination, besides being a onetime big anthracite hauler, made Jersey Central perhaps the second largest user of Camelbacks in America. Its designs appeared bulky, however, and less refined than the Reading's. For example, RDG featured triple-windowed cabs and neatly tapered Wootten fireboxes while Jersey Central cabs had a single large window and its Woottens had a squared and bulky look.

Other large segments of the Jersey Central roster included the 4-6-0 Camelbacks and an 86-unit fleet of hardy 2-8-2's. The latter were the road's largest steam freight haulers. The first ten came from Brooks Locomotive Works in 1918 as U.S. Railroad Administration heavy Mikados. All succeeding orders, built until 1925, re-

Eastbound *Scranton Flyer* storms through upper Lehigh River gorge west of old Mauch Chunk, Pa. Loco is a Baldwin P52-class Pacific.
Photograph by Bert Pennypacker

rained the basic USRA dimensions of 27x32-inch cylinders, 63-inch drivers, and 200 pounds of steam pressure, but had modified type Wootten fireboxes and larger boilers for greater horsepower.

For many years George Rink presided over the Motive Power Department and main shops at Elizabethport, fashioning JC power into familiar forms of late steam years.

Between 1918-'30, the railroad acquired the Mikado and Pacific fleets, the road's zenith in steam power. However, diesels killed his plans to corral small fleets of Northerns and Challengers. The two main engine terminals, Communipaw and Bethlehem, supplied most power to all sub-terminals. Bethlehem had a backshop for heavy repairs to all power used west of Phillipsburg, N.J.

Thanks to heavy traffic of World War II, the road in 1944 became temporarily solvent and detached itself from direct Reading control. The old name, Central Railroad of New Jersey, gave way to Jersey Central Lines. There were a new Statue of Liberty emblem and a slogan, "The Big Little Railroad," plus a new lettering style and classification system, all designed to emphasize detachment from RDG.

In our opinion, the Jersey Central's class P47 Pacifics 831-835 out performed all of its other steam power, especially on the Jersey City-Harrisburg runs of 178 miles over its own lines and the Reading's. Baldwin built these handsome machines early in 1928. They had 79-inch driving wheels plus modern MB stokers and Elesco feedwater heaters.

Large-capacity, all-welded tenders were added later. In 1945, the original class of G3s became P47, meaning "Pacific type, 47,000 pounds of tractive effort." When new, the first three appeared in blue livery for use on the old *Blue Comet,* the 834 sported olive green for the short-lived *Bullet* to Wilkes-Barre, and 835, like all five in later years, ran in standard black for the *Queen of the Valley.*

As a frequent rider of the *Queen of the Valley* and the *Harrisburg Special,* your author often stood on the Reading, Pa., station platform and had little trouble identifying the approach of a P47 with one of these trains. The deep-toned whistle notes wafted pleasantly to our ears from the distance. That special trademark in sound was applied originally to identify the old *Blue Comet.* Indeed, for many years this class bore the nickname "*Blue Comet* engines."

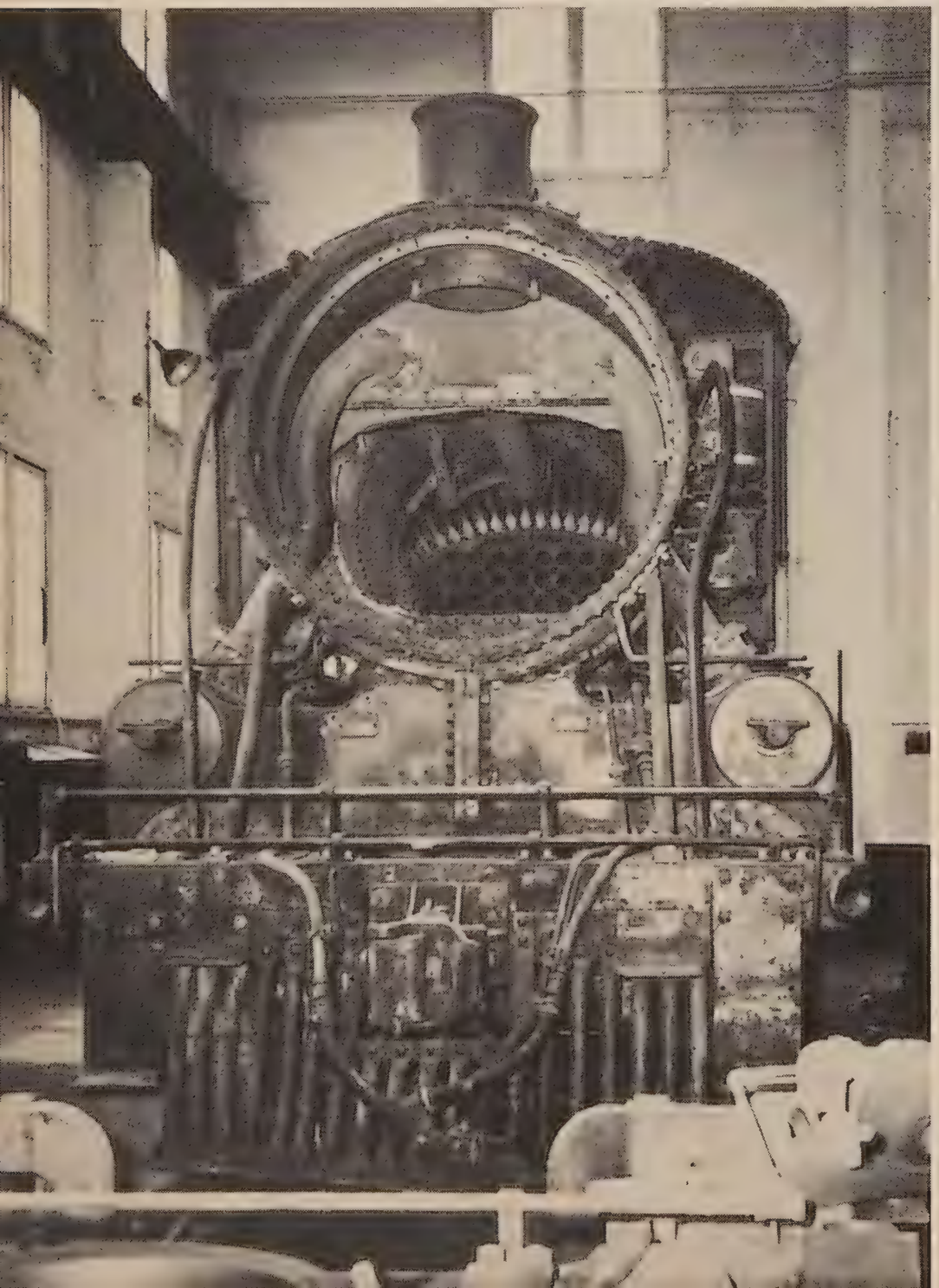
The P47's great power and speed never failed to thrill us. Leaving Reading and working vigorously up the 1.1-percent Temple hill, their exhausts sounded strong and deep, like blowing holes in the sky. The coaches, with oak-paneled interiors, rocked and swayed rhythmically while air gusts buffeted the windows.

Like the runners on various Eastern railroads, Jersey Central and RDG enginemen showed snap in handling these Harrisburg trains, which frequently had long head-end consists. Their expertise appeared most evident in braking for station stops.

Early Jersey Central 4-4-2 Camelback was built by Baldwin in 1896, construction number 14810; renumbered 573, then 570, it was rebuilt in 1905, scrapped 1926.
Collection of C.W. Jernstrom, 822 Pelham Dr., Fort Wayne, Ind. 46805

Don Wood, 29 Mt. Haven Drive, Livingstone, N.J.

CNJ 4-4-2 No. 592 is shown under heavy repair at the Elizabethport Shops a few months before presentation to B&O Museum in Baltimore, where she now resides.



Often, full running speed was maintained almost to the immediate vicinity of the station. Then, depending upon speed and train weight, the hogger's judgment told him the exact spot to make a heavy brake application for a more or less "grandstand," but smooth, stop right at the depot. If he miscalculated, the train would slide by and he wasted time in backing up. When the train was a few minutes late, or even close to schedule, such stops saved precious minutes, whereas a cautious slowdown well in advance of a stop was practical only on a slow schedule.

Early in this century, Jersey Central's onetime booming anthracite trade was handled mostly by a fleet of 51 sluggish 4-8-0 Camelbacks built by Brooks. Oldtimers recall rawhiding those 55-inch-drivered clunkers over the road on all-day runs that, in later years, took but a few hours. But the arrival of capable Mikados, equipped with stokers and feedwater heaters, made a dramatic change. The men loved the big new Mikes and found them equally well suited to heavy drags or to fast freight on which they replaced Ten-wheelers.

"Those Mikados were good engines and I liked to run them; in fact, I preferred them over diesels," says John Wescott, a hogger now retired. "But I recall one trip on a rainy morning that really had me sweating. I backed the Mike onto an empty hopper car extra in Allentown yard for a routine westbound run to Mauch Chunk (now called Jim Thorpe for the great Indian athlete who once lived there). Well, I had some slack bunched up, I opened the throttle to get 'em moving, but failed. Must be the wet rails, I decided. So I took more slack and after a supreme effort with much wheel slipping, the train of empties moved grudgingly ahead and we crept onto the mainline.

"We slugged along, unable to move above a crawl. The fireman kept pouring coal onto a fire that would have been impossible to maintain on a hand-fired job. Something had to be wrong. I checked with the head brakeman to be sure the air had been tested and no brakes were sticking. Then I checked the yard clerk's tonnage slip which gave us less than top tonnage.

"We kept losing so much time that I nervously computed the fast lessening gap as passenger train 107 closed in from behind. Then an operator at a way station handed up a message from

the dispatcher, reminding me that I was about to delay 107—as if I didn't already know it!"

Mr. Wescott finishes his story by explaining his troubles in pulling that empty hopper car extra. "When we finally dragged into Mauch Chunk, I was never so glad to see the end of a run. By this time, I had concluded that many of those 'empties' in the train must be loads. Sure enough, the yardmaster at Mauch Chunk had a message from Allentown yard saying that, through a switching error, 50 loaded hoppers had been placed in the center of my train with empties ahead and behind! The error was not discovered until two hours after I had left."

John Wescott's run lay over easy gradients of the lower Lehigh River valley; but west from Mauch Chunk, the next 38 miles through the wild upper Lehigh gorge presented Jersey Central's toughest operating problem, with grades of one percent and many sharp curves.

Lehigh Valley's mainline shared this route with Jersey Central. While the LV used high-capacity 4-8-4's with two 2-10-2 pushers on many trains, the JC seemed able to make do with a Mikado pulling and another pushing most of its drags.

Jersey Central used Ten-wheeler Camelbacks up there on passenger trains in years when fast Atlantics did this work elsewhere on the system. But the ultimate passenger engines came from Baldwin in 1930 with delivery of Nos. 810-814, heavy Pacifics nearly identical to the P47's but having smaller (74-inch) drivers for more power on the grades. They posted 52,000 pounds tractive effort and in later years were known as class P52. Smaller drivers seemed to have little effect upon overall speed. They could really fly when on level and fast track.

The P52 also represents the very last steam power acquired by Jersey Central. By 1945 the P52's were running through without change between Philadelphia and Scranton via RDG and JC. They handled the *Interstate Express* and *Scranton Flyer*, even making a Philly-Bethlehem round trip on the Reading to fill in mid-day idleness on the southern end.

"Due to the grades and curves west of Mauch Chunk, even passenger trains were limited to 30-35 miles an hour," according to Mr. Wescott, who also ran P52's up there. "Westbound, we just latched them down in the corner and let them pull hard like a Mikado

CNJ Mikado in Philadelphia on B&O tracks with symbol freight 696 to Jersey City.
All photos on this page by Bert Pennypacker

Jersey Central's *Harrisburg Special* coming up on the right, roars past a Reading 2-10-2 on the Lebanon Valley branch. CNJ engine is a P47 Pacific built in 1928.

2-8-0 Camelback switches at Elizabethport, N.J., home of the CNJ's main shops.

***Harrisburg Special*, led by Pacific No. 831, passes snow-draped Wyomissing Jct.**

with a freight. Eastbound, it became more of a braking problem. I'd let her roll a bit on the straightaway and pinch down on speed as we slid into each hairpin curve.

"But the real big effort came on the eastbound run in getting up Wilkes-Barre mountain on what we call the back track between Ashley and Penobscot. Today, diesels haul all freight up this 14-mile hill, but in steam days only the passenger trains used it, and all freight was hoisted up the Ashley Planes. We'd get one or two Mikado helpers, and what a show that made with smoke clouds rolling while the track appeared chalk-white from heavy sanding."

With the specter of total dieselization closing in fast, April of 1953 saw the Jersey Central's last steamer, Mikado 932, dispatched light from Bethlehem engine terminal to Elizabethport shops. This meant that diesels had taken over the west end. In fact, the only steam areas were some of the commuter runs out of Jersey City.

Long rows of once-proud coal-burning giants stood at Elizabethport awaiting their end. One of these, the 592—the last remaining Camelback 4-4-2 in existence anywhere—was rescued from doom, refurbished, and sent to the Baltimore & Ohio Museum in Baltimore, Md., for preservation. In May, 1954, she stood for the last time under the Bush trainshed in Jersey City, gleaming in new paint and decorated with red, white, and blue bunting. Then she moved out in a special train—*pulled by a diesel!*—to her new and permanent home.

CNJ local No. 107 rolls past bridge over Lehigh Valley mainline, Lehighton, Pa.
Photograph by Bert Pennypacker

Elizabethport scrapped some engines, but most of them went to Bethlehem Steel or Luria Brothers Co. An Elizabethport work crew, in error, began dismantling a Pacific not yet listed for disposal. Luckily, someone caught on and made a hasty checkup before it was too late. The crew had to put back the removed parts.

Finally, on July 1, 1954, a press release said all Jersey Central trains had been dieselized. But even after that, the emotion and love for steam power rose again, as it had formerly done with the 592.

This time, Ten-wheeler Camelback 774 was selected for preservation as a live and running engine to pull fantrips. She sallied forth from her sleepy stall in Communipaw roundhouse on a few trips to places like Bridgeton and Jim Thorpe. This happy state of affairs lasted only a few years, and then the 774 was also gone. Like all the great steam power that ruled the rails for so many years, she will not soon be forgotten.

Admirers line firebox running board at Point Pleasant, N.J., July '54.
Photograph by Don Wood

For many years, *The Blue Comet* was a renowned name on the Jersey Central. No. 833 is a Pacific.
Collection of Bob Emerick,
200 S. Terrace, Boonton, N.J. 07005

IN SEARCH OF STEAM

with
Mike Eagleson

MOBILE & GULF changing to diesel saddens us. Diminutive 2-6-0 No. 97 had the distinction of serving the last regularly scheduled steam railroad in the U.S., meaning a non-tourist road solely hauling freight. Now, the Brownsville, Ala., shortline is switched by a 70-ton diesel with a center cab, built between 1939 and '42. Diesel addicts say this unit is rare. The Mogul (once owned by the U.S. Army) has been sold to Baltimore & Annapolis Historical Society at Glen Burnie, Md., for tourist rail service.

Heart of Dixie Railroad Club at Birmingham, Ala., recently fired up their 0-6-0 No. 4046 (ex-U.S. Army, ex-Alabama By-Products) for a test run. She performed well, but a few minor appliances need further work. Last used in 1965 as a stationary boiler, last previous run in '62. The group hopes to start running trains if they can get some track.

Rumors have steam-owner Richard Jensen buying another loco, this one ex-Hampton & Branchville's 4-6-0, formerly owned by the now defunct York Southern of York, Pa. Who can tell us his plans?

Chicago & North Western's former 4-6-0 No. 444, class R-1, long displayed by the Black Hills Central in South Dakota, is now at 1416 Platte St., Denver. The refurbished loco is owned by Dr. James Rae Arneil and J. D. Forney, who plan to run her between Denver, Boulder, and Longmont, Colo. Thankfully, she's still lettered CNW and is not changed in any way except for a "silver" smokebox. This slanted-cylinder 10-wheeler has been converted from coal to oil firing.

Puget Sound Railway Historical Society in Seattle, Wash., has finally possessed International Paper Co. 2-8-2T No. 803, donated in 1962. The club had a flatcar haul her to their museum.

In 1969, Waco, Beaumont, Trinity & Sabine 2-6-2 No. 1 was still on a siding near Trinity, Texas, reports Edward Emery, 398 Runnymede Road, Toronto 9, Canada. Where is she today?

Who knows what happened to Roberval & Saguenay's good-looking pair of 2-8-0's, one of them rebuilt in 1963?

Tahoe, Trout Creek & Pacific was scheduled to open this past summer near Lake Tahoe, Calif., with 2-4-2 No. 5, built in 1925. Did it?

North Alabama Railroad Club celebrated its grand opening July 18-19 at Sheffield, Ala., and reflued ex-Mississippian 2-8-0 No. 77 for excursions.

Reader Railroad, of Reader, Ark., which used its 2-6-2 No. 108 earlier this year, is again operating its 2-8-0, No. 1702 (ex-U.S. Army, ex-Warren & Saline). The 2-8-0 received a complete overhaul, new flues and new lagging, and now sports an ex-Rock Island 2-8-2's tender. Her cab had to be widened from 108 inches to 124.

Latest news about Ft. Eustis, Va., comes from Pfc James E. Bogener, U.S. 489-52-8706, Co. B, 714th TBROS&DE, Ft. Eustis, Va. 23604. Lima-built 2-8-0 No. 607 is due for replacement of wheel-hub liners; No. 612, Baldwin 2-8-0, needs staybolts replaced; Porter 0-4-0T (ex-St. Elizabeths Hospital, Washington, D.C.), has a loose rim on a driver and needs replacement of her hydrostatic lubricator; cannibalization of No. 606, Lima 2-8-0, is just about completed; Baldwin 2-8-0 No. 610 will follow suit unless someone buys her. Jim wants to form a group to save this Consolidation. Finally, No. 611, Baldwin 2-8-0, will go to the Ft. Eustis Transportation Museum. Jim wants to hear from anyone selling steam locos or parts.

Armco Steel at Hamilton, Ohio, is donating ex-Norfolk & Western 2-8-8-2 No. 2050, class Y-3a, to the Roanoke Transportation Museum, reports George H. Kelch, 825 Ward St., N.W., Edgewood, Roanoke, Va. 24017.

Nippon Herald, a Japanese foreign film distributor, may send a film entitled *Joki Kikansha* (*Steam-Engine Locomotives)* to the U.S. this fall. It is a full-length documentary, in color, of Japan's closing steam years. (Japan, incidentally, is my next major steam trip. I'd like to hear from anyone who can tell me its latest steam info.)

Huelva, Spain, still has a steam-powered narrow-gage empire, reports Ralph Forty, 942 Beech St., San Diego, Calif. 92101. The FC Rio Tinto brings coal down from the mountains. Las Mallas has some steam on a line which parallels the RENFE broad-gage tracks, 5'6". Another steam line is north from Tharis to Puntal. Spain still has a lot of steam, but much has dropped off since 1968, when I was there. Nevertheless, it would still make a good smoky vacation. And don't forget to see steam in nearby Portugal at Porto, Regua, and Aveiro.

Talk about the growing steam market, now a department store in Japan has been selling full-size 1925 German steam locos. One was used in the Yubetsu mining area of Hokkaido until last March, before being sold. I wonder if you can buy a steam engine on a department store credit card? Thanks to Maj. Dennis A. Cavagnaro, U.S.M.C., HMS-12, MAG-12, F.P.O. San Francisco, 96602, for this news.

A full-size replica of the first steam locomotive operated commercially in the United States, *The Best Friend of Charleston,* was successfully tested Wednesday by its builders in Greensboro, N.C. She was prepared for shipment to Santee, S.C., where she will become a permanent exhibit of Wings and Wheels Museum.

Ted Wurm, 122 Monte Vista Ave., Oakland, Calif. 94611

This 4-6-0 oilburner (Rogers, 1891) was used in filming "The Man from Shiloh" episode on the television serial *The Virginian*. That's fake wood on the tender.

Mike Eagleson does not work in our office. To save time, send steam mail directly to his home, 37 Edgemere Avenue, Mt. Arlington, N.J. 07856.

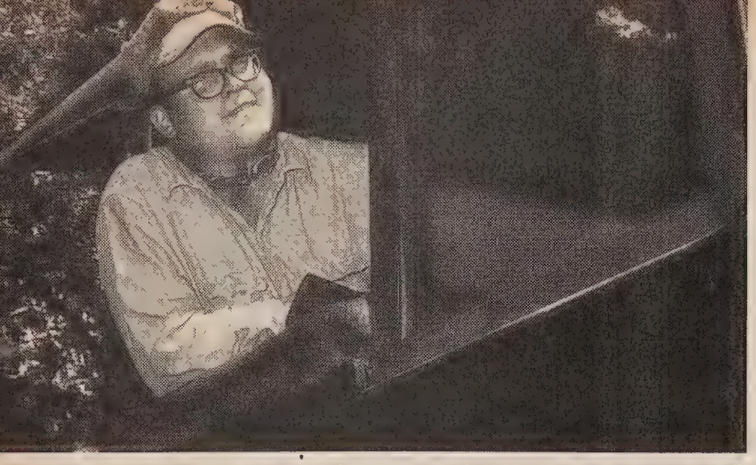


Photo of Kris from *Evening News*, Perth Amboy, N.J.

Interesting Railfans NO. 95

KRISTOFER P. MILLER

by Freeman Hubbard

THE WEATHER at Pittsburgh, Pa., on March 20, 1937, when he was born, dished up a medley of rain, snow, hail, and sunshine all on the same day. It seemed fitting for a complex personality like Kris Miller's. His father was a metallurgical engineer, his mother a school teacher and librarian. The only known railroader in the family tree, Uncle Joe Patton, a Union Pacific section foreman, had nothing to do with the kid's yen for engines and trains.

That began to develop at age three. When Dad took a job with U.S. Steel at Kearny, N.J., he moved the little family to nearby Nutley. (Kris has lived in New Jersey ever since.) Directly opposite their home, a high steel trestle carried six or seven Erie passenger trains each morning and evening, plus a daily freight peddler—some powered by USRA Pacifics, others being gas-electric doodlebugs—across a town park on the Newark-Patterson branch. These sights thrilled the boy.

Later, Dad bought a huge vacant lot. Kris and his playmates filled it with home-made tree huts, forts, underground hideouts, haunted houses, and frontier towns complete with saloons, jails, stagecoaches, and trains. These were built from scrap lumber, crates, barrels, etc., with hand tools and nails.

Kris recalls two crude stationary locomotives. "We assembled them by driving six long, half-inch, steels rods into the ground for flexible posts," he says, "and building on top of these. Each engine had a wooden cab, a 55-gallon drum boiler, old drumheads to resemble driving wheels, a diamond stack, candle-lit headlights, footboards, flags, and a movable throttle. If you sat on the engineer's seatbox and wiggled your posterior in rhythm, the loco would rock and sway, creating the illusion that she was highballing down the main. I was then about twelve."

Later, after moving to Westfield, N.J., he built a short two-foot-gage pike in his back yard, using old mine-car parts. But this project languished when the opportunity to work with a real steam locomotive presented itself.

At age 16, he learned of a little tourist railroad at Freehold, N.J., the Pine Creek, founded in 1952 by Jay Wulfson, James Wright and Peter Rasmussen. It was, in fact, the first operating railroad museum in the Middle Atlantic States. Kris joined it with enthusiasm, becoming a trainman, fireman, and general helper. At first the pike had no property except a 13-ton Baldwin contractor's dinkie converted to a tender engine, 3 cars, about 1,000 feet of narrow-gage track, and a frame shack for an enginehouse.

"But it was fun," says Kris, "and educational."

For the past 17 years he has been devoting much spare time and considerable full time toward making it a good, though small, operating museum.

"It isn't there yet," he admits, "but has come a long way. We may all be slightly nuts, but at least we don't burn banks or throw stones at policemen."

Opened to the public in 1954, the Pine Creek line was run as an amusement setup during 1957-59. Later, the members formed a corporation, the New Jersey Museum of Transportation, Inc., to preserve and operate old railroad equipment and other antique transport. It was made non-profit to let donors give tax-deductible funds for its support and because the unpaid working members would object to anyone profiting from their free labor.

Kriss Miller and his pet dog named Loco.

Minimum age for membership is 14, when training begins. Members move around through various jobs so as to familiarize themselves with all phases of operation. The turnover is large. To become an engineer the attrition rate is very high; about one green fireman in ten makes it. Although a few older men join the Pine Creek, the line has a perpetual shortage of skilled craftsmen—a problem common to many museums.

When it was decided to move to Allaire State Park, trackage at the old site consisted of about three-quarters of a mile of 40-pound rail, suitable only for yard and storage tracks. For power there were a 36-ton Shay in operating condition, an 8-ton Plymouth gas locomotive in fair shape, a Stephenson 4-4-0T Irish loco needing repairs, a 2-6-0 dismantled for reboilering, and three saddle-tankers, two good and one poor, these three being useful only for display or as spare boilers, because of their odd gages. The Pine Creek also had an unusual assortment of cars, both 4- and 8-wheelers, varying from good to derelict; one station, and a primitive machine shop.

Kris obtained permission for the Pine Creek line to move 14 miles to its present site in Allaire State Park, Monmouth County, N.J. He wrote to the Board of Trustees of the Deserted Village at Allaire, which had been owned by journalist Arthur Brisbane but is today part of the state park.

Says Alden T. Cottrell, a retired forester, now treasurer of the Pine Creek: "I was (and still am) a member of the Allaire board. I reported to the board that I thought the railroad would be an asset to the park and the state. So the New Jersey Museum of Transportation, Inc., was set up and the Pine Creek became a division of it.

"Kris helped immensely to move the railroad equipment to its new site. We brought the Shay from Freehold to Allaire on a flat-bed trailer with a full head of steam to the unloading ramp and soon had her operating on the partly-completed new track. Kris held the throttle on that now-famous trip, blowing the whistle as occasion demanded. He has since been involved in arranging for moves of equipment bought by Pine Creek, including two

Among the pieces of old equipment on the Pine Creek spread is this caboose from the Lake Erie, Franklin & Clarion Railroad. It has four wheels and a bay window.

engines from Wanamie, Pa., and a Canadian National (Newfoundland) narrow-gage coach."

Kris recalls these equipment moves well. "Perhaps I should have been a rigger," he says. "Counting a few double moves, my present score is 14 locomotive trips, two buildings, and 22 car moves."

He has been referred to as "Pine Creek's Superintendent of Spectacular Moves." All equipment had to be taken from Freehold by highway transport. Only about $5,000 cash, pledged by individuals, was available for the project. Membership fee was 150 hours of labor per year, but many exceeded that quota. Supplementing all this were gifts from various sources, such as 60- and 70-pound rail, second-hand ties, and trucking service.

Kris Miller and the other members worked with a will. In January '63 they began surveying and clearing the land, much of it in heavy woods. They cut down trees and bushes, mostly with axes, borrowed a bulldozer and a road grader, and dug drainage ditches by hand. Track was laid and spiked down with muscular power. The work-train used on this job consisted of a push-car, the Plymouth gas loco, three 4-wheel industrial flatcars, and an imported Irish brake-van converted to a bunk car for week-end volunteer workers. There were no power tools nor track machinery.

"One nasty day in early spring of 1964," recalls Emerson Frost of Manasquan, N.J., "Kris was in the park with our three flatcars stacked on a mover's lowboy. The moving was being

Pine Creek train powered by No. 6, a Shay which Lima built in 1927. The man at the throttle is not Casey Jones but is Kristofer Miller. Photograph was made about three years ago.
From Perth Amboy Evening News

handled by three or four of us, plus the teamster. What with having to pull the truck out of the mud with our 8-ton gas loco and blocking it on the soft ground, we worked there till late in the evening. Kris was so devoted to Pine Creek that he jacked and loaded these acquisitions while suffering from a high fever!"

A year and a half later our hero was laid flat by a near-fatal case of pneumonia, the result of exposure during winter work projects. Even today, he still feels the effects, but enjoys outdoor work and is gradually getting back in shape.

Midway through the Pine Creek moving project, the Freehold land was sold and the buyer demanded that it be vacated, even before the moving had been completed. To finance the building of a much-needed new machine shop, Pine Creek began hauling excursionists on weekdays as well as weekends. Despite precautions, two riders suffered slightly pinched fingers and a foaming locomotive boiler led to a cleaning bill. The latter was probably malicious mischief.

At length the new line was laid. Operations began June 7, 1964, and New Jersey's Governor Hughes drove the golden spike completing the road on Festival Day, June 19, 1964. Current projects are to extend the line to about twice its present length and to erect a general repair-shop building, for which donations are needed.

The Pine Creek's One-spot, a 13-ton Baldwin, pictured above in the autumn of 1955, has since been sold and is now No. 4 of the Santa Fe & Disneyland amusement pike.
Photograph by Bill Clelland, Jr.

During the three years consumed in getting things started in Allaire Park, the available work force on any given day varied from one, usually Kris Miller himself, to 20 persons, mostly high school and college students from all over New Jersey, some from nearby states. A few retired railroaders helped out. The master mechanic was a man in his late seventies. As a team, the group toiled with almost fanatical zeal. A mighty combined effort put Pine Creek on its feet.

Besides doing more than his share of volunteer work on this project as the unsalaried general manager, Kris got a degree in mechanical engineering and earned money by working at several regular jobs. By way of hobbies, he also did some oil painting, writing, reading, amateur photography, and model railroading. Until last year he did not own a television set, but aside from the Johnny Cash show, he finds very little time to watch TV.

At age 11 he exposed his first roll of film of railroading at the East Broad Top. The camera, a Kodak Vest Pocket Model B, cost only $3, but he still uses it occasionally.

"I kicked myself mentally for not taking it to the Chicago Railroad Fair in 1949," he says, "but I'm glad to have visited that fair, which was probably the last show of its type. Later, when I was old enough to drive a car, I made movies of shortlines whose locations I mapped in advance."

Kris is a big man, one inch above six feet, is heavy-set, and has brown eyes and brown hair. He is inclined to be hard-driving, jittery, and quick-tempered on the job, but enjoys a good party when the work is done.

"I can eat almost anything," he says, "but usually eat too fast and too much, and I consume cigarettes like a 2-10-2 gulping coal to get a roll on a tonnage train."

Kris on the job as hogger at Pine Creek Railroad on summer weekday operation with a diesel. Trainman Dan Baer collects fares of Eileen Thornton and Judy Schwartzstein.

(Below) One of Pine Creek's locos, the *Lady Edith*, was built by Stephenson in 1887 and used to run on the Cavan & Leitrim Railway in Ireland. She is shown at Allaire station in Allaire State Park in New Jersey. (Right) The Pine Creek station seen here still bears the original old depot sign from the Central Railroad of N. J.

Photograph by Virginia Morrison

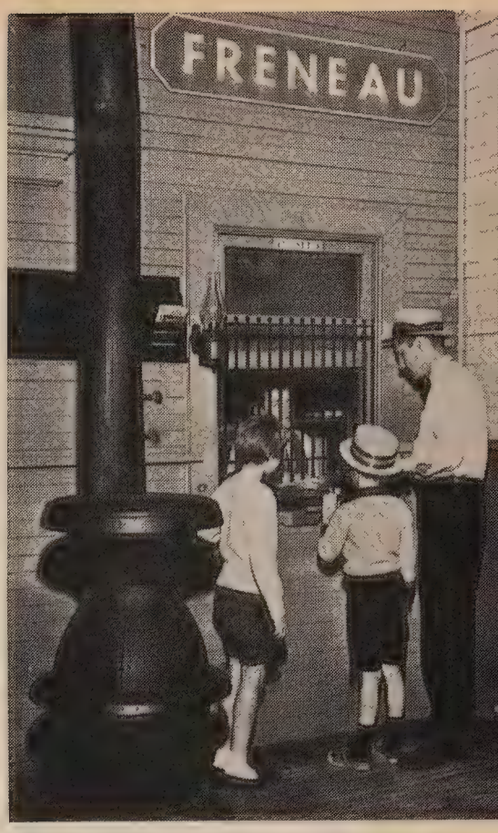


Photo by Paul S. Stephanus
212 Walnut St., Montclair, N.J.

Of late he's been keeping his head close-cropped, just short of shaving it. To qualify as locomotive engineer at Pine Creek, he acquired a New Jersey Blue Seal Locomotive Engineers License for engines not under Federal jurisdiction. (Pine Creek is not a Government operation.) His full-time job is assistant to the editor of *Engineering Alloy Digest*. Over the years he has had many girl friends—"tall, short, beautiful, plain, exotic, straight-laced, erotic—all of them delightful creatures," he says, but he remains a bachelor.

As for writing, at age 18 Kris had a piece published in *Model Trains* magazine, later in college publications, and today is doing "a definitive yet human history of Pine Creek." He also writes occasionally for the *Pine Creek Order Board & Trainman's Gazette*, of which he used to be editor. Since 1949 he has been a steady reader of *Railroad Magazine* and a collector of its back copies.

"I particularly like your human-interest approach," he says, "including fiction and the chatty railfan columns; but I miss the technical articles that accompanied your *Light of the Lantern* (now *Information Booth*)."

Kris has more than a passing interest in the Civil War, due to the fact that four of his great-grandfathers and "Lord knows how many other relatives" served in the Union Army. Politically, he is a "militant" middle-of-the-roader, slightly conservative. He is fond of dogs, especially his mixed-breed pet named Loco. Pictures of trains, oil-painted by himself, adorn the walls of his home at 1103 E. Broad St., Westfield, N.J. 07090.

He likes history and good literature, including poetry. His railroad library consists mostly of technical books such as *Forney's Catechism*, the ICS locomotive series, *Results of the Altoona Test Plant* (PRR), *Encyclopedia of Machinery*, and some *Official Guides* and *Moody's Manuals*. Aside from a few builders' plates, a headlight, spikes, and several timetables, he has little other railroadiana. His prize possession is the B&O ticket that a great-grandfather used to come home from the Civil War.

No. 95 no longer manages Pine Creek Railroad. This task is now distributed among a committee of superintendents responsible to the board of trustees. But he often goes there as a charter member, for the fun of running a loco and as a consultant.

"We accomplished our objective," he says, "which was an operating museum that would carry itself, with a small annual surplus to improve it."

William M. Clelland, a friend dating back to grammar school days, sums him up thus: "Kris Miller suffers from a malady that affects all steam enthusiasts, that of living outside your time-zone in history. This explains his inability to become seriously interested in the present. I doubt that anything short of a miracle such as Baldwin reopening its Eddystone plant to build 2-8-0's would alter this attitude." ●

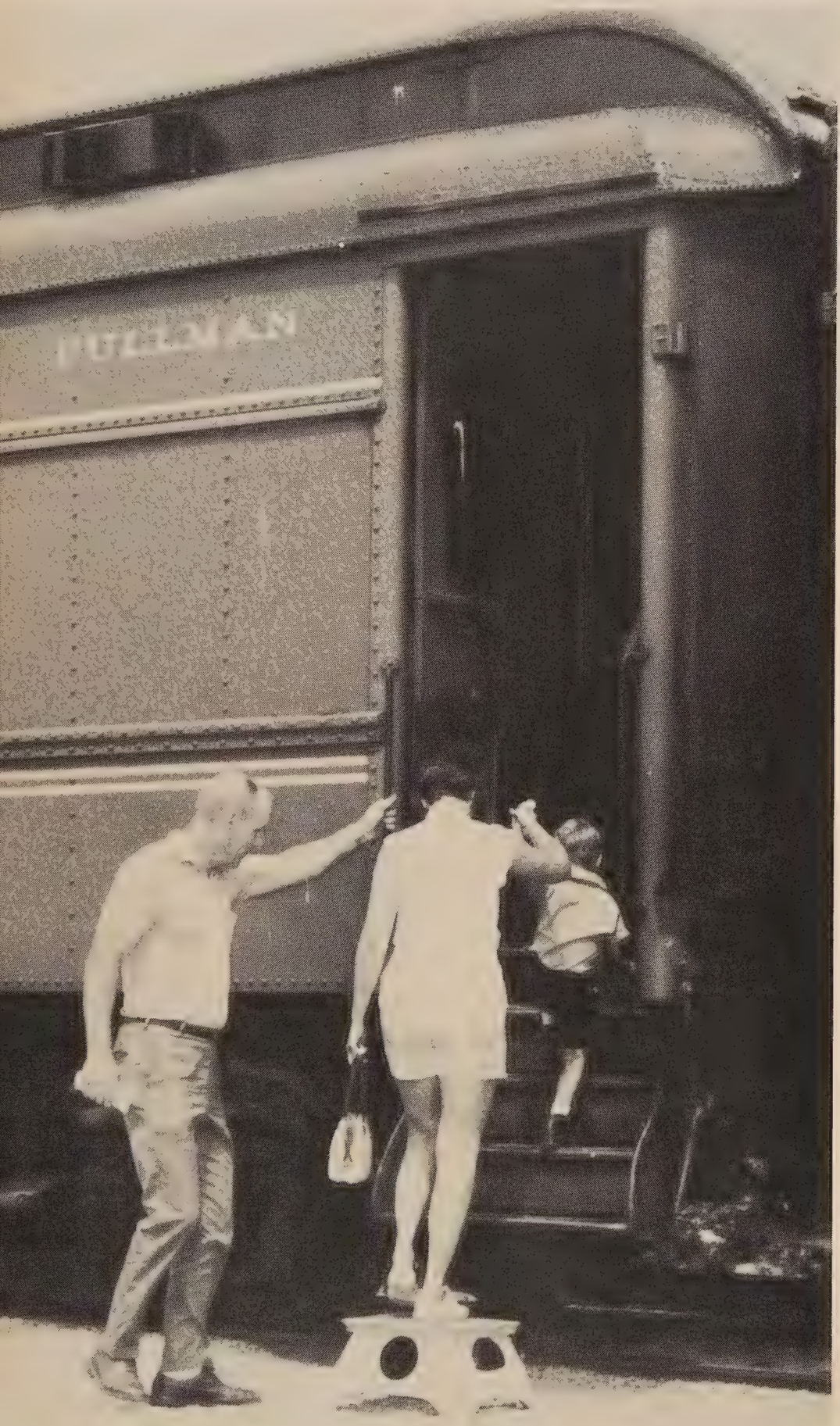
Theodore F. Gleichmann, Jr., 83 Edgewood Dr., Florham Park, N.J. 07932

View of Pine Creek yard and station, with No. 6 on main track, in summer of 1968.

PASSENGER TRAIN SURVEY

Dave Bunge, vice president, Ohio Railway Museum, Box 171, Worthington, Ohio 43809

Family boards the car *John Greenleaf Whittier* for ride at the Ohio Railway Museum.



TWO more trains, Illinois Central's 11 and 12, the *Hawkeye,* have "gone down the stream of Time," to borrow a phrase from Henry D. Thoreau. The *Hawkeye's* patronage had been dwindling constantly for years. When it shrank to about 40 passengers a day in each direction for the entire run between Chicago and Sioux City, Iowa, the IC management, with ICC approval, finally blew the whistle on it. Notices of discontinuances on August 21st were posted along the route.

Prior to that, the road tried to lure more riders by sticking closer to schedules, using fairly new 2600-class coaches, and giving free pillow service. But it seems that most land travelers are captives of the automobile industry. They prefer smelly crowded traffic on the concrete highways, despite the ghastly statistics that show an average of 650 people killed *every week* by drunken or careless drivers in this country. To make matters worse for the *Hawkeye,* the Post Office Department cancelled its mail contract.

Since then, the P.O. has ordered its regional offices to haul first-class mail less than 750 miles from air to ground transportation (most short-haul by truck, longer-haul by rail). Hitherto, mail going 250 miles or more had been moved by air.

ICC has rejected Illinois Central's bid to drop another train, the *Governor's Special,* between Chicago and Springfield. ICC Chairman D. H. Armstrong assailed the carrier for acting to "discourage patronage rather than encourage it."

"The equipment used is antiquated," he said, "the time schedule inconvenient for the public, the advertising of service inadequate, the station buildings ill-kept and unclean, the on-time performance of the trains poor . . . and the comfort of the passengers downgraded."

He added that before a petitioner is given relief, he should be sure that lost patronage "is not a consequence of its own dereliction."

Penn Central reports dropping 4 more passenger trains, effective October first: Nos. 14, 17, 52, 351, all running through Ontario. Last March it filed notice to discontinue them under Canada's 1967 National Transportation Act. But they will still run between Detroit and Chicago unless ICC okays Penn Central's effort to drop them and 30 other long-distance, east-west trains. ICC's decision is due by October first.

Mail carried in non-passenger trains last year earned about $27 million for Penn Central, much of this revenue having been diverted from trains which the giant railroad system now says are operating at a deficit. These facts were brought out at hearings in Washington on PC's bid to drop its east-west passenger service. PC also got additional mail

revenues through its trucking subsidiaries and other means, but refused to give specific figures.

Counsel for the National Association of Railroad Passengers, represented at the hearing, learned from the Post Office Department that such figures were availabe but that the fee asked for supplying them was rather high. Counsel then asked ICC to provide the figures, but it wouldn't.

The *Merchants Limited,* operated by Penn Central's New Haven Division, and the *Silver Meteor* and the *Florida Special,* both Seaboard Coast Line, still have tail signs on their rear ends. Who knows of others?

The domeliner *Pocahontas* is still doing fine, thank you, reports G. Crane, sending us a large ad clipped from a Roanoke, Va., newspaper which states: "Unfasten your seat belts. Unwind on the *Pocahontas.* You have nothing to lose but the jitters . . . Calling all passengers to Norfolk and Cincinnati. Calling your attention to Norfolk & Western's *Pocahontas,* the unplain train. Face-lifted. Air-conditioned. Scenic-domed. Wining car. Dining car. Reclining seats. Room to roam. Roomettes. Bedrooms. (A meal on the house to every sleeper.) Group prices. Troop prices. (A deal on the fare to every family.) Hard cash (or credit card) accepted. Smooth going guaranteed . . . Catch *Pocahontas,* the unplain train, at all these stops . . ." A schedule was printed. "Call your N&W ticket office for details."

This letter comes from Elisa K. Campbell, Urbana, Ill.: "Yes, the passenger trains are sadly disappearing, largely because they are not regarded as profitable. I am not familiar with the financial situation, but I can comment as a passenger. I was privileged to ride the *California Zephyr* two weeks before its demise and enjoyed it thoroughly. It was inexpensive, quite comfortable, and a fine way to see a large part of the country. It is still possible, of course, to get as far as Salt Lake City, but the beautiful Feather River Canyon will no longer emerge out of the morning like a miracle after the evening's desert."

New Jersey has a law, passed in 1873, which could be used to force Penn Central to pay damages to commuters stranded along rail routes in that state. Jim B. Craven, a University of Pennsylvania law student, discovered it. Penn Central trains carry some 38,000 commuters each day, five days a week to and from the Philadelphia area and, he maintains, they are usually late.

The law calls for all trains to run "at regular times to be fixed by public notice" and requires every railroad to "furnish sufficient accommodations for all passengers." The law makes a rail company "liable to the party aggrieved in an action for damages for any neglect or refusal."

April 27, 1969. WP train 18 at 3rd and Washington streets depot in Oakland, Calif. Its diesel airhorn sounds like a pipe organ. Passenger Cathy Nelson of San Francisco, standing by mailbox, has brought along an extra pair of shoes for the trip.
Photograph by Virgil C. Staff

In these days of vanishing passenger trains, the Alaska Railroad recalls a bygone era when a pioneer's only link with civilization was a thin ribbon of iron. Alaska is still in that category. Its railroad timetable lists one station stop and 39 official flag stops, but its blue-and-gold train, the *Aurora* will pause anywhere to take aboard or discharge a passenger.

The *Aurora* also will stop, if you wish, at likely vantage points for tourists to take snapshots of Mount McKinley. The 356-mile trip takes 12 hours.

"While the railroads have followed a policy of destroying their passenger traffic," editorializes *The Argonaut,* a San Francisco newspaper, "the airlines have aggressively promoted air travel. Both have been successful. Rail passengers (except commuters) have all but disappeared, and airline terminals are jammed.

"As many people predicted, a monumental national headache has resulted. Airway routes in the more heavily populated parts of the country no longer can safely absorb all the aircraft that the airlines want to schedule. Airport managers warn that their traffic is growing at a rate faster than airports can safely handle. At the same time, passenger train stations are being abandoned for lack of use.

"This idiotic, impossible situation is severely injurious to the public welfare. Federal aviation officials say that limits might be placed on the number of flights permitted at the nation's busiest airports, at New York, Chicago, and Washington. However, the Government permits the railroads operating between those cities to discontinue passenger trains, one after another.

"Under good travel conditions, a person spends as much time getting from a New York home to a Washington office by airplane as by train. By the time the air traveler journeys from his home to the New York airport, waits in line for a ticket and baggage checking, and then spends more time recovering his luggage at Washington and finding transportation into the city, he has saved no time. Under congested airline conditions, it takes longer."

Chicago & North Western recently opened "Northwest Passage," the new rail-to-rail link between its downtown Chicago terminal and the Chicago Transit Authority's Lake-Clinton elevated railroad station. This is a weather-protected passageway, complete with escalator, carpeting, and closed-circuit television to ensure security.

"The train picture is not entirely black," writes Frances G. Dinel, Greenbrae, Calif. "Santa Fe trains are clean, the attendants are attentive, the dining-car food is good—with white tablecloths and a real yellow rose on each table. To view America while seated comfortably in a dome car is very satisfying."

STEVE MAGUIRE'S

TRANSIT TOPICS

NEW ORLEANS railfans now have an organization to assist them in preserving, and even operating, different forms of rail transportation. This is the New Orleans Railway Museum Assn., P.O. Box 52824, New Orleans, La. 70150. Membership includes a subscription to its newsletter *Open Track*. Here are some news items from its first (May, 1970) issue:

"The downtown loop of the St. Charles line is now in the midst of a major overhaul including brand new rails and switches. Prior to the decision to relay the loop, Car 29 (a rail grinder) made several attempts to render the old tracks halfway serviceable by sanding, grinding and washing the rails. After a thorough inspection by track engineers following a derailment at Lee Circle, however, New Orleans Public Service, Inc. decided it had no alternative but to buy new rails.

"While this is good news, we must caution railfans not to judge this action too quickly. Remember that NOPSI relaid the downtown section of the Canal Line just 4 months before bustitution. Also, an entire line in Brooklyn, N.Y., was relaid only 6 weeks before its destruction."

A recent trolley accident in New Orleans is also reported:

"At 4:33 p.m. April 15, Car No. 930 approached the intersection of Foucher and St. Charles. That's as far as it got. A protruding tree branch snagged the trolley rope and caused an accident.

"The 600-volt trolley wire which powers the cars broke and fell on the roof of 930. The electrical display lasted several minutes and before NOPSI workmen could cut the power, fire broke out. After firemen

Between 1898 and 1929, Ballston Terminal RR, ran two passenger cars from Ballston Spa to Middle Grove, N.Y., 12 miles. This turn-of-the-century photo shows passenger Car No. 10 pausing in front of the post office at Rock City Falls, N.Y.

Edward Bond, 5822 Big Horn Drive S.W., Roanoke, Va. 24018

San Francisco PCC No. 1141 will soon head into the east portal of the Duboce Street tunnel on the city's "N" line, April, 1970. Elena Rojo stands in foreground.

Virgil C. Staff, 1700 Sonoma Ave., Berkeley, Calif. 94707

New York Railways open-bench car rolls down Broadway at Bowling Green around 1930. Woolworth Bldg. is in left background. John Gibb Smith, Jr. photo (collection of Harry P. Albrecht, 40 Wilton Ave., Clifton Heights, Pa. 19018)

extinguished the blaze, NOPSI inspectors moved in to check car and wire damage. Single track service was established between Napoleon and Louisiana Avenues shortly after the car was towed to Carrollton Station. Downed wires were replaced and the branch was cut off.

"930 will be in the shop for a few months and will keep No. 926 company. (926 hit a truck February 9th, which demolished one end.)"

Since New Orleans is the last city in the U.S. (except for some Philadelphia suburban trolleys) to have 100 percent operation by old-style, pre-PCC trolleys, occasionally old-style misadventures occur. Harold Holland of New Orleans sends us a story that *Times-Picayune* reporter Howard Jacobs related recently. The incident occurred a few years ago on the now-defunct Canal Street trolley as it stopped at Dauphine Street:

"Conductor Louis J. Daigle opened the door and a flood of passengers swarmed in. Daigle, after determining that all hands were safely aboard, reached for the handle that closes the door. It wasn't there!

"Unable to shut the door, Daigle shouldered his way through the strap-hangers and cried, 'What happened to my handle? Anybody got my handle?' Curious necks craned and there were a few snickers.

"'Anybody got my handle?' implored Daigle again. 'Maybe somebody has got the handle hooked onto his clothing.' There was a louder chorus of snickers. Obtaining no response, Daigle soliloquized, 'Doggone, somebody must have got off the car and took my handle.'

"Meanwhile, other cars began to pile up in back. A supervisor finally boarded the second car in the line (it had doors which could be operated manually) and borrowed its handle; Conductor Daigle closed the door and the car was off.

"At Claiborne, seven blocks away, there was an exclamation from a lady sitting down. 'Great jumpin' Jehosaphat,' she shouted as she reached into her capacious purse-shopping bag and extracted the missing handle. She gave it to the startled conductor. Returning, he chided gently: 'Lady, if you really want one of those things, I'll see if I can get you one.'

"'We figured,' theorized one of the passengers, 'that she had swished her shopping bag as she entered the car and pulled off the door handle.'"

The article adds that the borrowed handle was laid beside the track for the other car to pick up.

APPROVAL of a proposed $600 million subway for downtown Chicago was granted in a special July election by almost a 2 to 1 margin. The new line, expected to be finished in late 1973 or early 1974, will run from the University of Illinois (Circle campus) under Monroe Street, to a point east of Michigan Avenue, where it will split into two branches. One will run south along the Illinois Central electric tracks to the new convention hall on the lakefront at McCormick Place. The other branch will run north along the lake to John Hancock center; there, it will describe a wide loop, circling under Walton Place, Rush St., and Chicago Avenue in the restored "old city" section.

According to Alex Darragh, Wilmette, Ill., this will result in the demolition of part of the downtown Loop elevated line. This is because the new underground lines will be built along Randolph, Orleans, Clybourn, and Franklin Streets. The last-mentioned will connect with the Dan Ryan rapid transit line.

Basic Chicago fares went up from 40 to 45 cents in July due to lack of a state subsidy to help the Chicago Transit Authority. Steve Scalzo, Blue Island, Ill., who sent us this information, indicates that the state Assembly may vote for the aid later on.

TEMPORARY suspension of service on the California Street and Powell-Hyde cable-car lines in San Francisco began late in July and is expected to last for six months, according to the *Bay Area Electric Railway Review*, bi-monthly of the Bay Area Electric Ry. Assn., Star Route 283, Box 150, Suisun City, Calif. 94585.

The cessation of service is to facilitate sewer construction work. The Powell-Mason (Fisherman's Wharf) line is continuing to operate during this period and is now the only cable-car line in operation—just as it was back in 1873 when the Clay Street Hill RR. ran the first and only cable streetcar line of its time.

A month before the suspension of service, a June wedding was performed aboard California St. cable-car No. 61, writes Stanley Gavender, 4331 26th St., San Francisco. Chartering the cable-car for three hours, Raymond Jorgenson, the groom, and his bride-to-be, Catherine Tate, final-

ly had it stop at California St. and Van Ness Ave., where Rev. C. E. Cully Johnson read the vows, with gripman Amon Evans as ringbearer; all to the accompaniment of organ music on a tape recorder.

Champagne and a wedding cake followed as the car rumbled off for Market Street.

SOUTH SHORE line abandoned its street-running trackage at South Bend, Indiana, on July 6, thus cutting its line back about two miles to the new station and storage yard at Bendix, writes Wm. Jaroszewski, 2123 West Roger Street, South Bend, Ind. 46628. With downtown service into South Bend gone, CSS&SB crews have been removing the overhead wires; rail will soon be taken up, too. East of the terminal, track will remain as far as Laporte Ave. to move freight for several industries west of Kummins siding. Passengers arriving at South Bend will now have to take taxis or a bus. The latter runs only to 8:40 p.m. on Saturdays and does not operate at all on Sundays. The effect of this inconvenience will certainly be to discourage passengers.

DEATH has come to Michael J. Lavelle, Sr., who for more than 30 years was one of the leading electric railway fans in the East. Mike started out in the Wilkes-Barre, Pa., area in the early 1930's, then when World War II broke out, he moved to Washington, D.C., where he became a motorman on the Capital Transit Co., a job he held until it converted to buses. He ran CTC car No. 766, the last trolley to operate in Washington.

Not long ago, he retired. We saw him last at the Trolleyman Meet for model fans at the Magee Museum in Bloomburg, Pa., in May. Mike didn't look too well then, but we didn't know that he had leukemia. His loss will be felt by all of his friends in the juice fan fraternity. We thank C. Richard Kotulak, 4903 27th Ave., Washington, D.C., for telling us.

Trolley Museum News

NEWEST OPERATING trolley museum line in the U.S. opened July 3, 1970, after ceremonies at Falls Road, Baltimore, Md. Called the Baltimore Streetcar Museum, Inc., it operates a quarter-mile of track (to be extended later on) and owns ten old types of Baltimore trolleys dating from the 1880s. Their odd gage of 5 ft. 4½ inches requires that they be used only by a museum whose tracks are built to Baltimore's wide gage.

The museum became possible due to United Railways and Electric Co. officials, who in 1929 stored several of the old streetcars for their possible historic value. The Baltimore chapter of the NRHS, led by George Nixon, persuaded the Baltimore Transit Co. in 1952 to refrain from scrapping the cars until space could be found to store them.

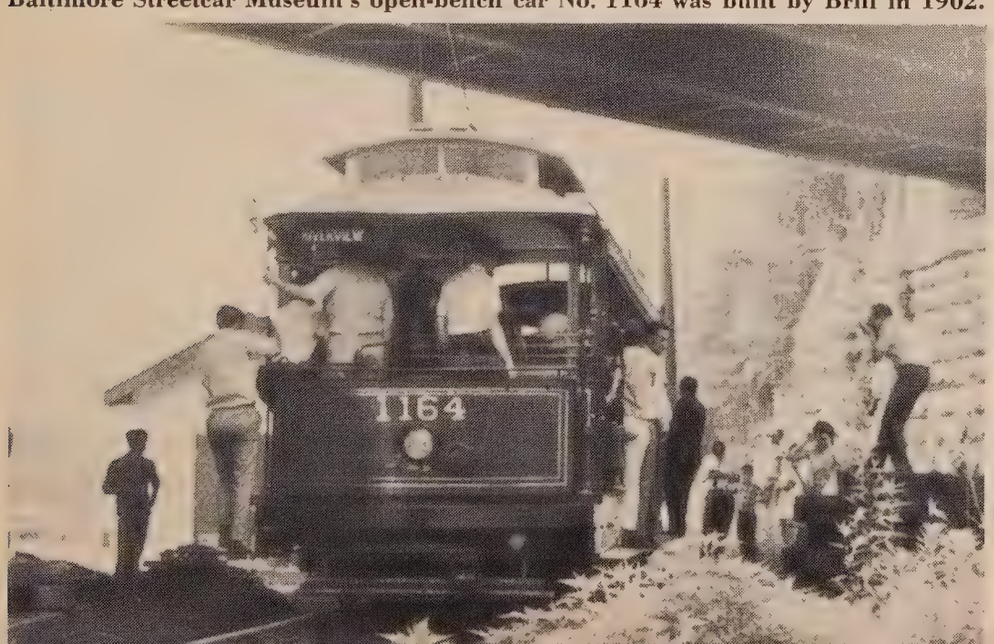
With the aid of the Maryland Historical Society and other interested parties, the cars were stored at various locations throughout the city, including out-of-doors at Lake Roland, until the city built the carbarn in 1968 from funds obtained from a bond issue. The museum site on Falls Road is the former right-of-way of the Maryland & Pennsylvania RR. Eventually, a mile-long round trip will be possible; more later on, if the filled-in tunnel of the M&P can be unblocked.

The museum's collection is a good representation of the types that ran in the city during the 104 years of operation (the first horsecar dates from 1859). The collection includes an electrified horsecar, open cars, several closed wooden cars, and a PCC. Some of the cars are operable, though the years of storage at Lake Roland caused deterioration.

It is little credit to the residents of the Lake Roland area that they forced the museum off of its land there by rezoning it to prohibit the operation of a trolley museum line. The new downtown location is convenient to all and is right at the crossing of the Penn Central and Baltimore & Ohio railroads, a short walk west of the PC station. The museum line operates Sundays from 1 p.m. to dark, and may operate the year round.

Mike Farrell for Baltimore Streetcar Museum

Baltimore Streetcar Museum's open-bench car No. 1164 was built by Brill in 1902.



New Electric Publications

The Fairmount Park Trolley, A Unique Philadelphia Experiment, by Harold E. Cox, 38 pages, 8½ x 11", soft cover, stapled binding, $3. from the author at 80 Virginia Ter., Forty Fort, Pa. 18704. There were very few lines like the Fairmount Park trolley line. From 1896 until 1946 it operated the same cars along 8 miles of track, all within the vast Philadelphia park. Even today, many would love to see it live again, for it was the perfect setting for summer rides boasting a fleet of over 50 open trolleys. The book includes details of its operation, a history of the Park, and an excerpt from an 1897 *Street Railway Journal*; also a roster, map, and photos.

Montana's Trolleys—Book 1: Helena, by Rex Myers, 112 pages, 8½ x 11", soft cover, $4. from Ira L. Swett, 8430 Mountain View Ave., South Gate, Calif. 90280. This is a detailed story of Helena transit from its first horsecar in 1886 and first steam dummy line (1888), to electrification, (1890 to 1927). Little has ever been published on Montana traction; western electric fans should like it. There are photos, a roster, and a map.

Trolleys to the Casino; Exeter, Hampton & Amesbury Street Railway, by O. R. Cummings, 64 pages, 8½ x 11", soft cover, $3. from the author, 105 Theresa Ct., Manchester, N.H. 03103. Most collectors of trolley postcards have seen photos of open trolleys at Hampton Beach standing beside the ocean and the big Casino building at that popular New England resort. They may later learn that the line running in eastern New Hampshire was the Exeter, Hampton & Amesbury, later consolidated into the Massachusetts Northeastern Street Railway. These are the lines covered in the book. Its format closely parallels the many other New England histories written by the author. Mergers, extensions, and abandonments are followed in chronological order with a detailed roster, many old photos, and maps. ●

Rockdale, Sandow & Southern No. 10, seen at Marjorie, Texas, is an Alco RS-3; it was once owned by Missouri Pacific.
Photograph by Sy Reich

SHORTLINES OF TEXAS

Locomotive roster compiled by Sy Reich

Road Numbers	HP	Builder	Bldr's Model	Wheel Arngt.	Tractive Effort	Weight	Date	Notes
Abilene & Southern Railway (owns no equipment)								
Angelina & Neches River Railroad								
11	1000	Alco-GE	S2	B-B	69,000	230,000	1949	
12	1000	Alco Pr.	S4	B-B	68,790	230,000	1958	
Belton Railroad								
1	300	Whitcomb	50 DE-60	B-B	25,000	100,000	1943	1
2161	150	GE	25-ton	B	27,000	50,000	1944	2
El Paso Union Passenger Depot (owns no equipment)								
Fort Worth Belt Railway								
1020	1000	GM-EMD	NW2	B-B	61,585	244,960	1946	3
6018	600	GM-EMC	SW1	B-B	49,900	199,600	1939	4
Galveston, Houston & Henderson Railroad								
20	1000	Alco-GE	S2	B-B	?	?	1949	5
21	1000	Alco-GE	S2	B-B	?	?	1949	6
Galveston Wharves								
201-202	600	GM-EMD	SW1	B-B	50,000	200,000	1949	7
203-204	600	GM-EMD	SW1	B-B	50,000	200,000	1949	
205	600	GM-EMD	SW1	B-B	50,000	200,000	1951	
Georgetown Railroad								
1002	1000	Baldwin	VO 1000	B-B	71,395	237,980	1942	8
1003	1000	Baldwin	VO 1000	B-B	61,338	245,350	1944	9
1004	1000	Baldwin	VO 1000	B-B	64,000	245,000	1945	10
1005	1200	BLHW	S-12	B-B	60,400	235,378	1952	11
Great Southwest Railroad								
1007	1000	GM-EMD	NW2	B-B	61,660	246,640	1947	12
1017	1000	GM-EMD	NW2	B-B	61,535	246,140	1949	12
Houston Belt & Terminal Railway								
10	600	GM-EMD	SW1	B-B	49,075	196,300	1940	13
11-12	1000	Alco-GE	S2	B-B	69,000	230,000	1943	14, 15
13	1000	Alco-GE	S2	B-B	69,000	230,000	1944	16
14-15	1000	Alco-GE	S2	B-B	69,000	230,000	1945	17
16	1000	Alco-GE	S2	B-B	69,000	230,000	1946	16
17	1000	Alco-GE	S2	B-B	69,000	230,000	1946	18
18-19	1000	Alco-GE	S2	B-B	69,000	230,000	1948	16
20-21	1000	Alco-GE	S4	B-B	69,000	230,000	1951	
22-31	1200	GM-EMD	SW9	B-B	60,910	243,640	1951	
32	1600	BLHW	AS616	C-C	98,970	329,900	1952	14
33-37	1200	GM-EMD	SW1200	B-B	63,288	256,060	1966	
40-42	1000	GM-EMD	SW1000	B-B	62,586	255,630	1968	
50-52	1500	GM-EMD	SW1500	B-B	61,540	251,646	1969	
Kansas, Oklahoma & Gulf Railway								
97-100	1500	GM-EMD	GP7	B-B	61,260	245,030	1952	19, 22
101-102	1500	GM-EMD	GP7	B-B	61,260	245,030	1952	19, 22
103-105	1500	GM-EMD	GP7	B-B	61,260	245,030	1952-3	19, 22
570-571	1800	GM-EMD	GP18	B-B	65,825	263,300	1964	20
844-845	1500	GM-EMD	F7A	B-B	57,760	231,025	1949	19, 21, 22
846-B-847B	1500	GM-EMD	F7B	B-B	57,245	228,980	1949	19, 22
1027	1000	GM-EMD	NW2	B-B	61,140	244,560	1949	22

Notes on Texas Shortlines

Rosters are based on data from A&NR's auditor, Belton's president, GH&H's president; GW's supt. of rr. operations, Georgetown's vice pres.-operations, GSW's vice pres. and gen. mgr., Proler Steel Corp., Union Equity Cooperative Exchange's plant manager, HB&T's master mechanic, MC&SA's traffic mgr., PVS's vice pres. and gen. mgr., Permian Basin's vice pres. and gen. mgr., Port Terminal RR. Asso.'s gen. mgr., MP's asst. vice pres.-engr., RS&S's gen. mgr., SR&N's vice pres. and gen. mgr., T&N's vice pres.-operations, TM's president, TS-E's supt. of motive power & equipment, UT's auditor-engineer, Precision Engineering's Locomotive Div. These rosters are accurate as of first quarter, 1970.

For the purpose of our rosters, a shortline railroad is defined as a common carrier listed in either the Official Guide, the Pocket List of Railroad Officials, or both, which has a route length less than 400 miles.

Locomotive builders: Alco-GE, American Locomotive Co.-General Electric Co.; Alco Pr., Alco Products; GE, General Electric Co.; GM-EMD, General Motors-Electro Motive Div.; GM-EMC, General Motors-Electro Motive Corp.; BLHW, Baldwin-Lima-Hamilton-Westinghouse; Alco, American Locomotive Co.; St.-L-WH, St. Louis Car Co.-Westinghouse Electric Co.; BW, Baldwin-Westinghouse; TM-St.L, Texas Mexican-St. Louis Car Co.

(1) Belton 1 was originally U.S. Navy 65-00378, then Belton 1.

(2) Belton 2161 was originally U.S. Army 7774, then Whisler Equipment 7774, which rebuilt it in 1960; then Belton 2161. No. 2161 was derived from 2/1/61, the date of Belton's Certificate of Convenience and Necessity.

(3) FWB 1020 was originally FWB 2, then FWB 1020 (1962).

(4) FWB 6018 was originally FWB 1, then FWB 6018 (1962). Traded to GM-EMD for new MP power (1966).

(5) GH&H 20 was sold to Birmingham Rail & Locomotive (5/10/67).

(6) GH&H 21 was sold to Precision Engineering (5/24/68), then to George R. Silcott (9/27/68), then to State of North Carolina Ports Authority, renumbered 1.

(7) GW 201 was sold to Dardanelle & Russellville, renumbered 15 (4/7/67).

(8) Georgetown 1002 was originally U.S. Army 7455, then Pan American Engineering 7455, then Georgetown 1002 (5/62).

(9) Georgetown 1003 was originally St. Louis-Southwestern 1002, then Georgetown 1003 (4/63).

(10) Georgetown 1004 was originally SSW 1009, then Louisiana & North West 43 (4/63), then Georgetown 1004 (1/67). SSW 1005, which became L&NW 42 (4/63), was sold to the Georgetown (5/67), used for spare parts, and scrapped.

(11) Georgetown 1005 was originally Missouri-Kansas-Texas 1213, then MKT 45, then Georgetown 1005 (9/69).

(12) GSW 1007, 1017 are leased from Texas & Pacific, on which they carry same numbers.

(13) HB&T 10 was traded to GM-EMD for new power. (14) HB&T 11, 32 were scrapped.

(15) HB&T 12 was sold to Proler Steel Co., renumbered 88.

(16) HB&T 13, 16, 18-19 were sold to Texas Central, renumbered 2, 1, ?, ?.

(17) HB&T 14-15 were sold to Equity Export, now known as Union Equity Cooperative Exchange, renumbered 97-98.

(18) HB&T 17 was sold to Proctor & Gamble and renumbered 4.

(19) KO&G 97-105, 844, 846B-847B were rerated to 1600 hp.

Moscow, Camden & San Augustine Railroad

17	380	GE	44-ton	B-B	26,400	88,000	1944	23

Pecos Valley Southern Railway

7	600	GE	70-ton	B-B	69,400	137,600	1949	
8	600	GE	70-ton	B-B	69,400	137,600	1925	

Permian Basin Railroad (owns no locomotives)

Point Comfort & Northern Railway

1	600	Alco	HH 600	B-B	?	?	1936	24
2	?	?	44-ton	?	?	?	?	25
?	660	Alco-GE	S1	B-B	59,700	199,000	1942	26
4	1200	GM-EMD	SW1200	B-B	36,000	248,000	1955	27
5	660	Alco-GE	S1	B-B	?	?	?	28
6	660	Alco-GE	S1	B-B	?	?	1948	29
7	1500	Alco-GE	RS-2	B-B	?	?	1949	30
8	1600	Alco	RS-3	B-B	60,750	243,000	1955	31

Port Terminal Railroad Association (owns no locomotives)

Quanah, Acme & Pacific Railway (owns no locomotives)

Rockdale, Sandow & Southern Railroad

6	660	Alco-GE	S1	B-B	59,700	199,000	1940	32
7	660	Alco-GE	S1	B-B	59,700	199,000	1942	26
8	1200	GM-EMD	SW1200	B-B	36,000	248,000	1955	33
9	1200	GM-EMD	SW1200	B-B	36,000	248,000	1955	27
10-12	1600	Alco	RS-3	B-B	62,900	251,600	1955	31, 34

Roscoe, Snyder & Pacific Railway

100	600	GM-EMD	SW1	B-B	?	?	1949	
200	800	GM-EMD	SW8	B-B	?	?	1953	
300	1000	GM-EMD	NW2	B-B	62,500	249,000	1947	35
400	1600	BLHW	AS616	C-C	82,530	330,130	1952	36
?	600	GE	70-ton	B-B	35,000	140,000	1946	37

Sabine River & Northern Railroad

408	900	GM-EMC	NC	B-B	62,500	250,000	1937	38
1001	1000	Alco-GE	RS-1	B-B	60,000	240,000	1951	39
8638	1000	Alco-GE	S4	B-B	57,500	230,000	1953	40

Texarkana Union Station Trust (owns no locomotives)

Texas & Northern Railway

10-11	1000	Alco-GE	S4	B-B	69,000	230,000	1951	
12	660	Alco-GE	S1	B-B	59,000	199,000	1946	41
13-14	1000	Alco-GE	S4	B-B	69,420	231,400	1950	42
15	1000	Alco-GE	S4	B-B	69,420	231,400	1950	42
16	1000	Alco-GE	S4	B-B	69,420	231,400	1950	42
LSS 8-LSS 10	660	Alco-GE	?	B-B	?	?	?	43, 44
LSS 11	1000	Alco-GE	?	B-B	?	?	?	43
LSS 12	660	Alco-GE	S2	B-B	59,000	199,000	1943	43, 45

Texas Central Railroad

1	1000	Alco-GE	S2	B-B	69,000	230,000	1946	16
2	1000	Alco-GE	S2	B-B	69,000	230,000	1944	16
?, ?	1000	Alco-GE	S2	B-B	69,000	230,000	1948	16

Texas City Terminal Railway

30-31	660	Alco-GE	S1	B-B	59,700	198,000	1947	
32	660	Alco-GE	S3	B-B	59,700	198,000	1950	
33	1000	Alco-GE	S4	B-B	69,000	230,000	1953	
34	160	Plymouth	JDT	B	9,000	36,000	1956	

Texas Mexican Railway

501-507	660	Whitcomb	65 DE-4	D	35,500	142,000	1939	46
508	950	St. L-WH	----	A1A-B	?	?	1935	46, 47
509-510	750	BW	DS 4-4-750	B-B	59,460	198,200	1949	
511	1000	Baldwin	VO 1000	B-B	71,300	237,680	1942	48
700A-701A	1600	TMSt. L	----	2-D	?	?	1946	46
700B-701B	1600	TMSt. L	----	2-D	?	?	1946	46
800-801	1500	GM-EMD	F7A	B-B	56,920	227,680	1949	49
850	1500	GM-EMD	GP7	B-B	59,571	238,282	1950	
851	1500	GM-EMD	GP7	B-B	59,456	237,822	1950	
852	1500	GM-EMD	GP7	B-B	59,220	236,900	1951	
853	1750	GM-EMD	GP9	B-B	58,930	241,350	1958	
854-855	1800	GM-EMD	GP18	B-B	59,870	246,530	1963	
856	1800	GM-EMD	GP28	B-B	57,110	238,350	1965	
857	2000	GM-EMD	GP38	B-B	58,893	244,470	1966	
858	2000	GM-EMD	GP38	B-B	58,893	244,470	1967	

Texas-New Mexico Railway (owns no locomotives)

Texas South-Eastern Railroad

22	600	GE	70-ton	B-B	41,300	140,000	1956	
301	750	BW	DS 4-4-750	B-B	59,500	200,000	1950	50
1007-1008	1000	Baldwin	VO 1000	B-B	75,000	240,000	1944	51

Union Terminal Company

8 (Class 650)	600	GM-EMC	SC	B-B	62,000	248,000	1937	52

Waco, Beaumont, Trinity & Sabine Railway
(owns one locomotive; specifications unknown to us)

Weatherford, Mineral Wells & North Western Railway (owns no locomotives)

(20) KO&G 570-571 were originally F7A units 753-754 built in 1949, then rebuilt to GP18's 700-701, then renumbered 570-571.

(21) KO&G 845 traded to GM-EMD (9/29/66) for new MP power.

(22) KO&G 97-105 were originally KO&G 801-809, then KO&G 97-105. KO&G 844-845 were originally KO&G 751-752, then KO&G 844-845. KO&G 846B-847B were originally KO&G 755B-756B, then KO&G 846B-847B. KO&G 1027 was originally KO&G 1001, then KO&G 1027.

(23) MC&SA 17 was originally Pacific Electric 1654, then Texas & New Orleans 17, then W. T. Carter & Brother 17 (12/1/60). It is leased by W. T. Carter & Bro. to MC&SA.

(24) PC&N 1 was originally Aluminum Co. of America 7, then Massena Terminal 13, then PC&N 1, then scrapped.

(25) PC&N 2 was sold to a St. Louis dock.

(26) PC&N ? was originally PC&N ?, then RS&S 7 (1952), then PC&N ? (1956).

(27) PC&N 4 was sold to RS&S, renumbered 9 (1958), then sold to MP, renumbered 1262 (1964).

(28) PC&N 5 was sold to Aluminum Co. of America.

(29) PC&N 6 was originally a Massena Terminal Co. unit.

(30) PC&N 7 was probably Union RR. 608.

(31) PC&N 8 was originally MP 4506, then MP 979, then PC&N 8, then RS&S 12.

(32) RS&S 6 was originally Massena Terminal 8, then RS&S 6 (1951), then El Dorado & Wesson 19 (10/58).

(33) RS&S 8 was sold to MP, renumbered 1261 (1964).

(34) RS&S 10-11 were originally MP 4505, 4507, then MP 978, 980, then RS&S 10-11.

(35) RS&P 300 was originally Chicago & Western Indiana 251, then Purdy 251, then RS&P 300.

(36) RS&P 400 was originally Southern Pacific 5257, then RS&P 400, then sold to Pine Street Salvage.

(37) RS&P ? was originally Albany & Northern 1, then RS&P ?.

(38) SR&N 408 was originally Youngstown & Northern 202, then Elgin, Joliet & Eastern 408 (1st) (4/46), then Marinette, Tomahawk & Western 408 (8/27/55), then SR&N 408 (8/55).

(39) SR&N 1001 was originally Lake Superior & Ishpeming 1001, then Geo. R. Silcott 1001 (12/67), then L. B. Foster 1001, then SR&N 1001.

(40) SR&N 8638 was originally Pittsburgh & Lake Erie 8638, then Geo. R. Silcott 8638, then L. B. Foster Co. 8638, then SR&N 8638.

(41) T&N 12 was originally Erie 306, then Erie Lackawanna 306, then T&N 12.

(42) T&N 13-16 were originally Delaware & Hudson 3046, 3044, 3033, 3038; then Altoona Freight Car & Parts 3046 (11/1/66), 3044 (11/1/66), 3033 (6/12/68), 3038 (6/12/68), then T&N 13-16.

(43) T&N LSS 8-LSS 12 are owned by T&N, leased to Lone Star Steel.

(44) T&N LSS 8-LSS 10 were purchased second-hand.

(45) T&N LSS 12 ws originally Lehigh Valley 158, then Alco Pr. 158 (11/2/65), then T&N LSS 12.

(46) TM 501-508, 700A, B-701A, B were scrapped.

(47) TM 508 was originally Boston & Main 1141, then WH 1141, then TM 508 (8/40), Originally an RPO-baggage car. Rebuilt by TM to a locomotive by reducing its length by 40 feet.

(48) TM 511 was originally St. Louis Southwestern 1001, then TM 511.

(49) TM 800-801 were originally TM 800A, B, then TM 800-801. TM 801 was traded to GM-EMD 12/66.

(50) TS-E 301 was originally BW plant switcher, then Weyerhaeuser 301 (1/29/56), then SP 301 (was to have been renumbered 1091 but sold before it was used), then TS-E 301 (1958).

(51) TS-E 1007-1008 were originally SSW 1007-1008, then TS-E 1007-1008. TS-E 1008 was scrapped but is still on the property.

(52) UT 8 was originally Atchison, Topeka & Santa Fe 2151; then rebuilt to SW900 with 900 hp, renumbered ATSF 651 (4/57); then sold to UT, renumbered 8; then sold to Pan American Engineering (7/27/68), then to Agricultural Chemicals Corp., renumbered 8.

This VO 1000 was built by Baldwin in 1944. No. 1003 is shown at Kerr, Texas.
Photograph by Sy Reich

INFORMATION BOOTH

ASK BARBARA: Railroad questions are answered here—as many as space permits. Address Miss Barbara Kreimer, *Railroad Magazine*, 205 East 42nd Street, New York, N. Y. 10017. No questions will be answered by mail or telephone.

1 ***Is the Clinchfield Railroad independently owned?***

No. The properties of the Carolina, Clinchfield & Ohio are leased, equally, by Seaboard Coast Line and Louisville & Nashville. The Clinchfield Railroad Co. manages the properties and is independently operated, subject to the approval of a 4-man Executive Board. The SCL and L&N presidents both sit on the Board.

2 ***When did railroads first use rubber grade crossings?***

In 1955, on the New York, New Haven & Hartford at Elm Street, New Britain, Conn. The crossing was so successful that it actually outlasted the road it was installed to serve. Today, more than 600 such crossings are in use around the U.S. Goodyear Tire & Rubber makes most of them.

3 ***Is there a hand motion besides waving that you can give an engineer so he'll know you're a railfan?***

Yes, the "proceed" signal, an up-and-down motion with one hand. If steam locomotives are involved, railfans sometimes mimic the motion of pulling the whistle cord, hoping the engineer will accommodate them.

4 ***How did the term "gandy dancer" originate?***

From the Gandy Manufacturing Co. of Chicago, which made track workers' equipment such as picks, shovels, tamping bars, and claw bars.

5 ***A brief history, please, of the Pennsylvania & New York Canal & Railroad.***

Chartered in Pennsylvania as the North Branch Canal Co. in 1858, its name was changed to the one you mention in March, 1866. Three years later the road opened, running from Wilkes-Barre, Pa., to the Pennsylvania state line, 97 miles. In 1888 the Lehigh Valley leased it for 99 years.

6 ***Were there any railroad exhibits at the 1939-'40 New York World's Fair?***

Yes, indeed! The largest exhibition area on the grounds was the Railroad section, including the *Coronation Scot* train of the London, Midland & Scottish Railway; an Italian passenger train; two Soviet locos; and an experimental Pennsylvania steamer, a 6-4-4-6, built at Altoona and weighing 519 tons with full tender. The last mentioned was the heaviest steam loco ever built. To many, it represented the most advanced design of a steam engine up to that time.

Inside the building, a huge diorama featured materials and tools used in building a railroad. There were also a model pike measuring 160x40 feet, representing an Eastern railroad, and a pageant of railroading held in an amphitheater with room for 4,000 spectators. The complete exhibit, including tracks, covered 16½ acres. Twenty-seven Eastern roads sponsored it.

7 ***How many passenger trains run on the Alaska Railroad?***

Eighteen a week with four each Sunday. There are two routes, one between Anchorage and Fairbanks, 356 miles, and the other between Anchorage and Whittier, 62.5 miles. Both are operated as mixed trains. The Anchorage-Fairbanks run takes about 12 hours.

8 ***When was the first time troops were moved by rail?***

Actually, there were soldiers aboard the first passenger train. As part of the ceremony, a British regiment rode on the Liverpool & Manchester Railway, Sept. 15, 1830. It took them two hours to cover the 34 miles. Military experts were quick to learn of the advantages this new form of transport offered over traveling by foot or by horse.

The first time troops were moved into battle, however, came eight years later when a rebellion flared in the forests below Montreal, Canada. To handle the situation before it grew more serious, three squadrons under the command of Colonel Gore were dispatched to ride in the 24-foot coaches of the Champlain & St. Lawrence. The 14.5-mile standard-gage line carried them south to St. Johns, where they dispersed the rebels. Within a decade, thousands of troops were being moved by rail in Europe. In 1847, for instance, an Austrian army of 75,000 men, 8,000 horses, and 1,000 guns traveled by rail from Vienna to Silesia.

9 ***Please print a poem entitled "Night Run."***

This poem, written by Douglas Ward, should bring back memories to old-time hoggers and firemen.

The red glare of an open firebox
Against a dead black sky;
The starry wonder of God's universe,
As the stilly miles slip by.
The long, lonely shrill of the whistle,
The hiss of escaping steam;
The endless cadence of wheels on rails,
The creak of straining beam.

The drowsy songs the night folk sing
Along the shadowy right-of-way,
The tender warmth of the 'wakening sun
Caressing a new-born day.

Alaska Railroad mixed train 25 gets ready to leave Fairbanks on way to Healy.
Photograph by John Hughes

Railroad exhibit at the 1939 New Work World's Fair featured many historic locomotives. The *General* is in foreground.

These are the night run's lures,
These are the graveyarders' pay;
So give me a call for midnight,
For dreamers can't work by day.

Running Extra

I was interested to see the question on "Mile-a-Minute" Murphy (Aug. '70). My father knew Murphy well—both were members of the same bicycle club. The man who pulled Murphy up was Hal Fullerton, a general publicity man for the Long Island Rail Road (he promoted the stunt), as well as agricultural agent for the road. Fullerton was big and husky, over 6 feet tall. He reached over, grabbed Murphy by the shoulders, and lifted him, bicycle and all, onto the platform of the coach. A few seconds later the train roared over the end of the planking. If Murphy had still been on his bicycle, he probably would have been dashed to death on the bare ties of the roadbed. Fullerton saved his life! —Felix E. Reifschneider, P.O. Box 88, Fairton, N.J. 08320 (author of a history of the LIRR).

Answering Arnold Jensen's questions (Aug. issue), the German Federal Railways have 29,845 route-kilometers of track. The 1968 Annual Report lists 515 tunnels (total length, 200 km.) and 1995 operable steam locomotives.—Robert B. Shaw, Assoc. Professor, Clarkson Institute of Technology, Potsdam, N.Y. 13676.

In 1939, King George VI and Queen Elizabeth toured North America by rail. Which roads did they travel on; did each road furnish its own equipment or did one train make the whole trip? Also, did the *Coronation Scot,* which was in the U.S. at the time, take part in the trip?—George Canell, Rte. 4, Box 303, Sykesville, Md. 21784.

Clapham Transport Museum in London, England, does not have a loco with 12-ft. diameter drivers as Elmer Blackstaff claimed (Sept. issue). The largest driving wheels preserved there are on the London & North Western 2-2-2, *Cornwall,* 8½ feet in diameter. The engine was built at Crewe in 1847.—G. H. Clayton, 6142 N. Kenmore Ave., Chicago, Ill. 60626.

Can anyone tell me what railroads the C&PS and Y&CH were?—Tom Mullahoy, 933 E. Centre St., Mahanoy City, Pa.

What type of lanterns have three bars arranged in a triangle at the front? Also, I am looking for info. on the Universal Metal Spinning & Stamping Co. of New York City, which used to make lanterns. —John Benson, 1200 Seneca Blvd., Broadview Heights, Ohio 44141.

I have an Adams & Westlake lantern, dated 1900, with the marking MWSE Ry. Which road was that?—D. Sumner, 38491 Reimold, Mt. Clemens, Mich.

How many SDP-45's does the Erie Lackawanna own? How many GP-35's, U25B's U33C's?—Edward Zech, 210 Andrew St., Dunmore, Pa., 18512.

Going into the business of making steam whistles is Tom Siembieda, 10501 Yolanda, Northridge, Calif. 91324. Tom needs plans, drawings, and blueprints from which to make the molds and dies. Will one of our readers help him?

What is the difference between starting drawbar pull and tractive effort; how are they calculated?—C. B. Gibson, 800 Catalpa St., New Kingston, Pa. 15068.

I need precise info. on passenger car construction. It should be more comprehensive than that contained in *Car and Locomotive Cyclopedia* for 1966.—John Alabaugh, 207 Pennsylvania Ave., Cumberland, Md. 21502.

THE PERE MARQUETTE RAILROAD COMPANY, by Paul Wesley Ives, hard cover, 254 pages, 6x9″, charts, maps, index, Black Letter Press, $7.50.

First published in 1919, this is a thorough history of the PM from its beginnings. It concentrates mainly on the road's finances, delving into such things as the serpentine machinations of J.P. Morgan & Co. Unfortunately, there is little mention of motive power, and no pictures. It is a valuable reference work, however, for students of the PM and its predecessor lines.

BOOKS OF THE RAILS

by Albert Herskovits

WORKIN' ON THE RAILROAD, by Richard Reinhardt, hard cover, 318 pages, 6½x10", illustrated with old prints, American West Publishing Co., $8.95.

Railroading was, and is, a complex profession; the diversity of jobs and profusion of work rules testify to that fact. But behind this bewildering array lies the common bond of shared experience.

Fortunately for us, many railroad men have written these experiences down. In this work, Reinhardt has selected the best of them, and we have a history of U.S. railroads told from the railroad man's point of view. It starts with the personal reminiscences of the engineer of the *Stourbridge Lion* (1829) and takes us up to the end of steam. Everyone from brakeman to roundhouse super to Pullman porter is represented, and you get a feeling of what it was like to be a railroader long ago. At the beginning of each section, the author supplies a well-written introduction. This book is rich in railroad lore; we recommend it highly.

RAILWAY ACCIDENTS OF GREAT BRITAIN AND EUROPE, by Ascanio Schneider and Armin Mase, hard cover, 334 pages, 5½x8½", illustrated, diagrams, index, David & Charles-Stephen Greene Press, $8.50.

Just about every major European railway accident since 1875 is covered here. They are all categorized in major groupings such as overrunning signals, excessive speed, bridge collapse, sabotage, etc.; over 60 accidents in all. A good job is done in describing the accidents and, where applicable, showing what changes were made in operating procedures as a result. One of the best books we've seen on the subject.

FROM COAST TO COAST WITH JACK LONDON, by A.No.1, hard cover, 135 pages, 5½x8", drawings, Black Letter Press, $6.

This is a reprint of a lively and humorous adventure book written by A.No.1, the famous tramp, who recounts his and Jack London's experiences while hoboing across the country by rail. One typical incident occurs as a New York Central train takes water on the fly outside of New York City. The men stand behind the tender watching the scene when the tender's capacity is reached and it starts to overflow. Both men get an unexpected and furious drenching. There are many such adventures and, despite what I suspect is some exaggeration, it is quite enjoyable reading matter. ●

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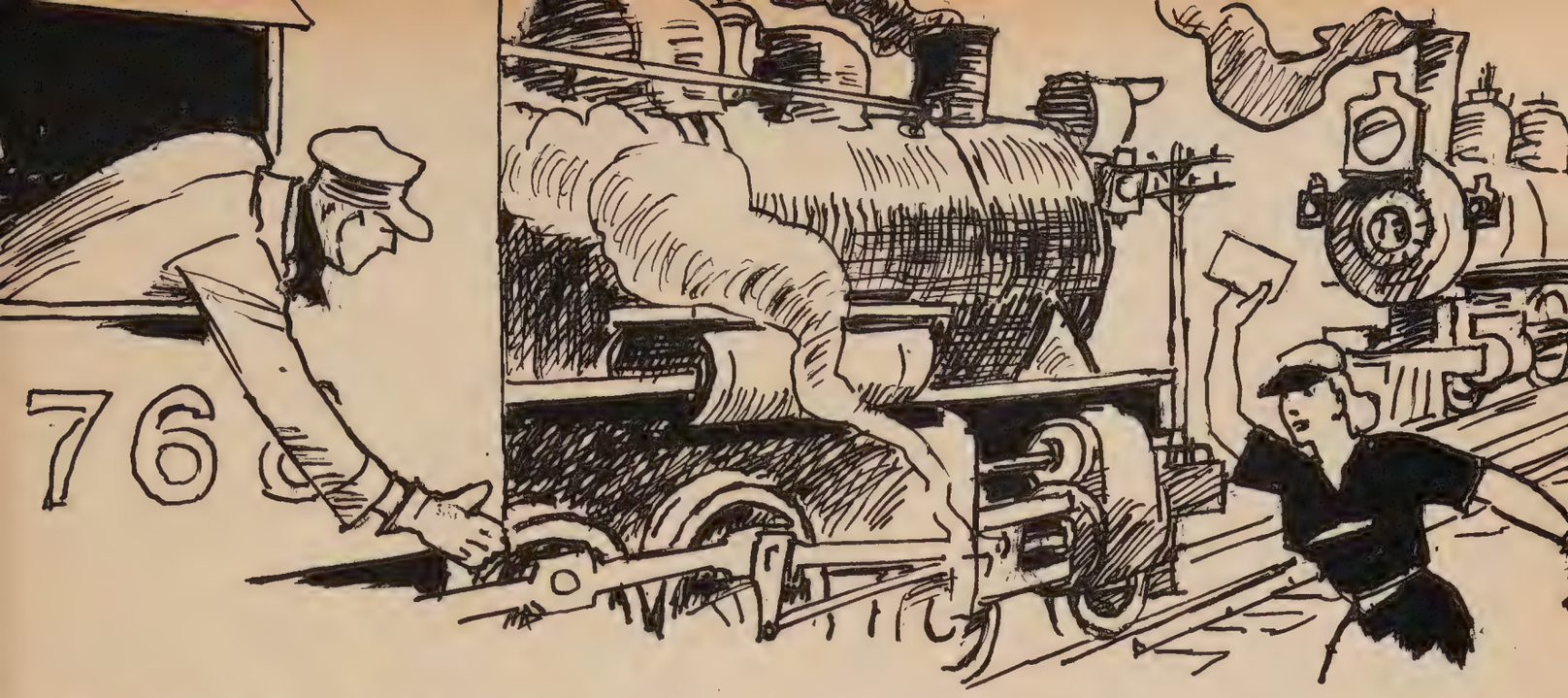

A MAN'S JOB

by Gilbert A. Lathrop

THE PADDLE on the semaphore in front of Waterfill depot was horizontal. Conductor "Lanky" Hanks poked a weatherbeaten face out the cupola window and frowned. Up ahead, crusty Blackie Denton pinched the brakes, slowing his engine in answer to the signal.

Waterfill hadn't had an operator since the boomer lightning slinger got drunk and walked off the job some ten days before. Ops were scarce in those days, long ago. This station layout in the Canadian Rockies with its section house, depot, water tank, and long siding slung under granite cliffs was a treacherous stretch of track. So when the train drew near enough for Lanky to see the figure on the cinder patch, his jaw fell open.

Timothy Jiggs, the grizzled parlor brakeman, asked, "What's the matter, cap?"

"Looks like a woman out there handing up orders," said Lanky.

Tim spat. "Female ops ain't got no place on the Alberta & Pacific Railway, 'specially around here."

The conductor didn't reply. He dropped down to the aisle just as the air went into emergency, and hurried out to the back platform. Ahead, he could see Blackie swinging down from his engine to start back, while the new op was hurrying toward him, her galoshes flopping through the slush. Lanky jumped to the ground.

The mountain station, set where the gorge above suddenly widened into a meadow with a torrent flowing down the center, was verdant in the spring, summer, and fall. Then cottonwood and willows hung low over the cool water. But now, clogged with ice, it had a dismal Arctic appearance.

The long-legged conductor caught up with the new girl op about the time she met Denton. She was blonde, slim, and beautiful, and her soft blue eyes had a come-hither look.

But the engineer was not interested in sexual attractiveness. "Listen, sister," he barked, "yuh can't hoop up orders by standin' a hundred feet away from the track."

"It was my first attempt," she said. "I was a bit frightened."

"So I missed my orders, had to plug my train an' walk back through this slop," Blackie said.

She made no answer to that but stretched the hoop toward him. Lanky eyed her with curiosity. Besides being pretty, she had an air of efficiency that he judged her to be past twenty-five.

Wolverine Pass had always been a tough assignment, even for men. It waited ruthlessly to smash some crawling train or locomotive on its slope. Lanky reflected that only a plucky girl would be willing to work at this point. The operator turned suddenly to the conductor, who reddened under her scrutiny. Trying to cover it, he grinned.

"My name's Newcomb," she said, "Henrietta Newcomb. I'm the new op here at Waterfill.

"I gathered as much," said the conductor. "I'm Lanky Hanks. Got something from the delayer for us, huh?"

"The delayer?" She laughed as she grasped that he meant dispatcher. "Just more time on Number Three."

Lanky read the orders. Unless something went wrong, he wouldn't need additional time. Blackie was already halfway back to his engine. Henrietta moved toward the station and the conductor fell in step beside her.

"Kinda new seein' a girl here," he remarked sociably.

"Yes, I suppose it is," she said. "But my father was an engineer and I always wanted to be part of railroading. I was working for Western Union in Oregon when I heard that girls were being hired as railway telegraphers, so here I am."

The skipper shook his head. "You couldn't have picked a worse place."

"Why, what's the matter with it?"

"This hunk of Rockies ain't partial to nobody, much less women. Railroadin' over Wolverine Pass has always been a man's job and I reckon it always will be."

TWO sharp whistle blasts rent the air. Lanky threw a highball, and the short drag moved down the mountain toward Craghead. In less than twelve hours just about everyone along the line was talking about the gal at Waterfill, and "Ma" Flanagan's boarding house on Railway Avenue was the scene of much debate about her.

"I don't give a damn what you say," Blackie argued. "Women don't belong on a man's railroad. They just ain't got what it takes."

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"And what makes ye think that?" Mrs. Flanagan demanded, resting doubled fists on her ample hips.

"Have yuh ever heard of them railroadin' before, except in office jobs?"

"Have they ever been given a chance to do anything else?" asked Ma.

The bickering continued indefinitely, with neither side a winner. But from that time on, thoughts were focussed on the office at Waterfill, and men were betting how long Miss Newcomb would last. Four days later when a "cornfield meet" occurred there—on paper—old timers nodded smugly. It was not the girl's work that had kept the light engine and snowplow from coming together. Fortunately, they stopped in time. It was a lap order and the blame was traced to the operator.

Plenty of head-on meets have been covered up by the crews involved, and if this one hadn't concerned the new op, no one would have been wiser. But the home gang was resentful.

A few days later, the general manager's car rolled into Craghead for the investigation. John Powell, warm friend of both Hanks and Denton, sent for the two before the questioning started. He lost no time in coming to the point.

"About this new operator," he began, "I realize she made a bad slip on lap orders."

"I noticed one thing about her, though," Lanky volunteered. "She puts out some of the clearest train orders I've ever seen. They're easy to read."

"First day she tried to hoop 'em up," Blackie Denton said, "she missed 'cause she was scared. But she ain't muffed any since then."

"I'd hate to fire her," said the G.M. "Good telegraphers are hard to get, and she did seem thorough."

"Well, she's sure trying," said Lanky. "And for the first time since I came here, Waterfill station is clean both inside and out. She needs time, but—"

The official nodded. "Guess I'll give her another chance. I'll just warn her and send her back."

THE sun was growing steadily warmer and the days longer. The blanket of snow and ice which lay heavily on the pass was beginning to thaw and the main stream had started to move downhill. Men who knew this land had become wary of great masses that might roar from the peaks, covering sections of track and tearing up rails. Now was the time when rocks were loosened by the alternate freeze and thaw. It was the season of traffic blockades.

For several days after the investigation, blue-eyed Henrietta did not speak to anyone except in the line of business. She seemed to be ashamed of her blunder. No doubt she sensed the aloofness of the crews, for on the day Lanky was held up there for additional orders her control blew up. When she finished handing the flimsies to the engineers and conductors, crowded inside her office, a bashful conductor accepted his with a polite "Thank you, ma'm." That started things.

"Why don't you treat me like any other railroader?" she flung out defiantly.

Feet fidgeted as the men shifted uneasily, but no one spoke.

"None of you think a woman can hold this job," she continued. "Ever since I've come here you've acted as though I was some strange animal."

"We got to get goin'," ventured Blackie, heading for the door.

Later that day Wolverine Pass showed its playfulness by dropping a ten-ton chunk of granite against the the side of a descending freight. Cars knocked from the rails like matchsticks piled up in the bottom of the gorge. The wreck blocked the main line, and since Waterfill was the nearest telegraph station, all business was transacted from there. The super, the chief dispatcher, the wrecking boss, and a dozen others crowded the wires.

Henrietta, new to this kind of railroading, became so muddled at the beginning that the DS bawled her out over the wire. This didn't help things. When finally she did get hold of herself, though, she held down the post like a veteran.

Traffic was tied up for almost fifty hours, and when it began moving once more trains were backed up a few hundred miles in both directions. Waterfill had become a narrow bottleneck. Through the noise of conductors and engineers clumping into and out of her office, heavy mountain power thundering past, and freight cars rumbling by her windows, pretty Henrietta sat at her key relaying, receiving and sending hundreds of messages and orders.

Sixteen hours on, eight off, again and again, while Lanky and his friend Blackie watched her grow more exhausted and marveled that a human frame could stand the strain.

THE TRACKS were congested for a long stretch. A westbound drag powered by three locomotives occupied the main, and close behind stood an-

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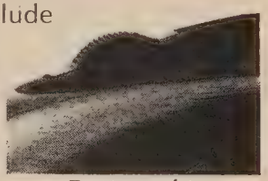

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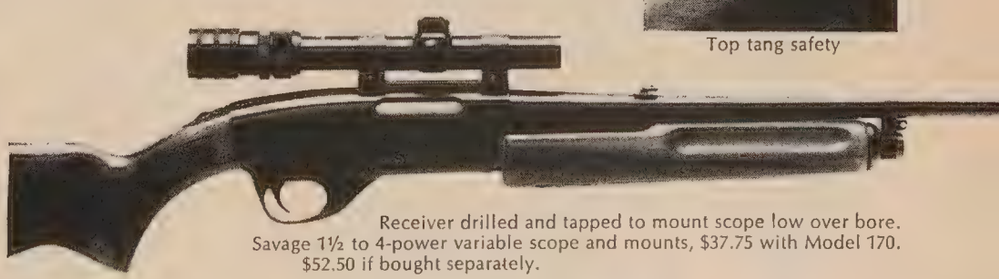

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other string of freight. The eastbound local with a dozen cars was headed into the passing siding, while the west switch was lined for the pass. Lanky's caboose hop followed the head, making a delay inevitable for their run.

"Looks like a couple of hours wait while this is untangled," he said.

"Yeah," Blackie griped. "Some dispatchers have the brains of jackasses. Number five is due in eight minutes, and I know that eastbound freight is comin' not far behind. They'll pile up here just to make things sweeter."

Henrietta, showing signs of the strain but still shapely fore and aft, came out of the station and started up the track. She walked with determination. In the distance came the whistle of the approaching train. She was almost to the west switch before Lanky saw her. He watched her a moment, then his expression changed.

"Hell's bells! What's she doin'?"

He soon found out. As the snout of the engine swung around the curve, the girl deliberately bent the iron for the mainline, sending the train in on top of the drag headed in the opposite direction. The hogger saw the play too late to stop before his engine and several cars had gone past the runover.

"Of all the dimwitted stunts I ever seen!" he cried, as his locomotive halted pilot to pilot with the other one on the main.

"I'm bettin' that guy has too many cars to back up, so he can get down the pass behind us," drawled the conductor, and his long legs started moving toward the girl.

She was walking slowly back to her office when Lanky stopped in front of her. "Just what was your idea, headin' that feller down the main?" he asked.

It took the little blonde a minute to understand what he had said. She acted as though she had just come out of a drugged sleep.

"But the dispatcher told me—" She hesitated.

"What did he tell you?"

"To be sure the train headed into the passing track," she went on, her beautiful face turning pale.

"And that's where we was headin' him, Miss Newcomb."

"But he told me to throw the switch," she faltered.

"Sure, and that's what yuh did, throw the switch," Lanky growled.

Her voice trembled. "I'm sorry, but I can't do any more. I've been called three or four times when I was supposed to get rest. I don't even seem able to think—"

"Listen, sister," advised Lanky. "Get back to your office and stay there. Us fellers will kinda keep things under control out here."

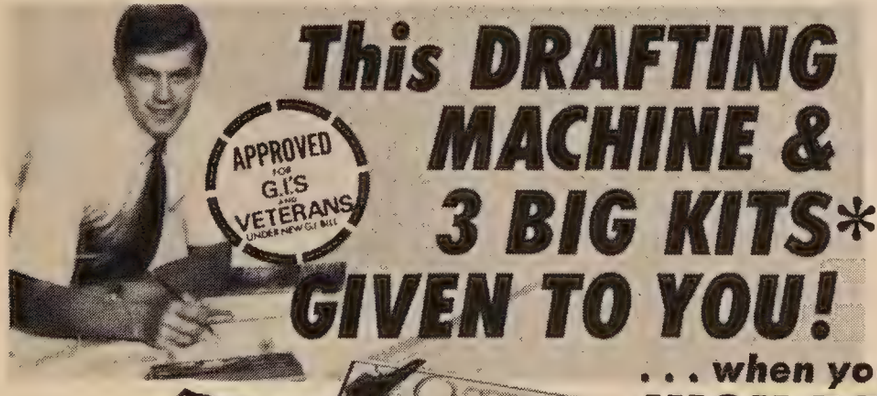
Henrietta moved away.

"And tell that dispatcher we'll handle all switches here until further notice." He paused, "After which, you'd better hit the hay."

It took real railroading to get trains moving out of Waterfill that day. Lanky took charge and directed the moves. The blue-eyed op advised the DS of her condition, and for the rest of the day she was seen no more.

Slowly traffic got into motion. That evening the last of the fleets rumbled through the station, and the bottleneck was broken.

OVER Wolverine Pass, purple-black clouds massed foreboding-ly. A warm breeze began moaning, and old-timers recognized the signs of trouble. By ten p.m. flakes of snow were coming down, carried like slanted needles on wind that had grown to a gale. By the time that Hanks' crew was called—during their rest—a foot and



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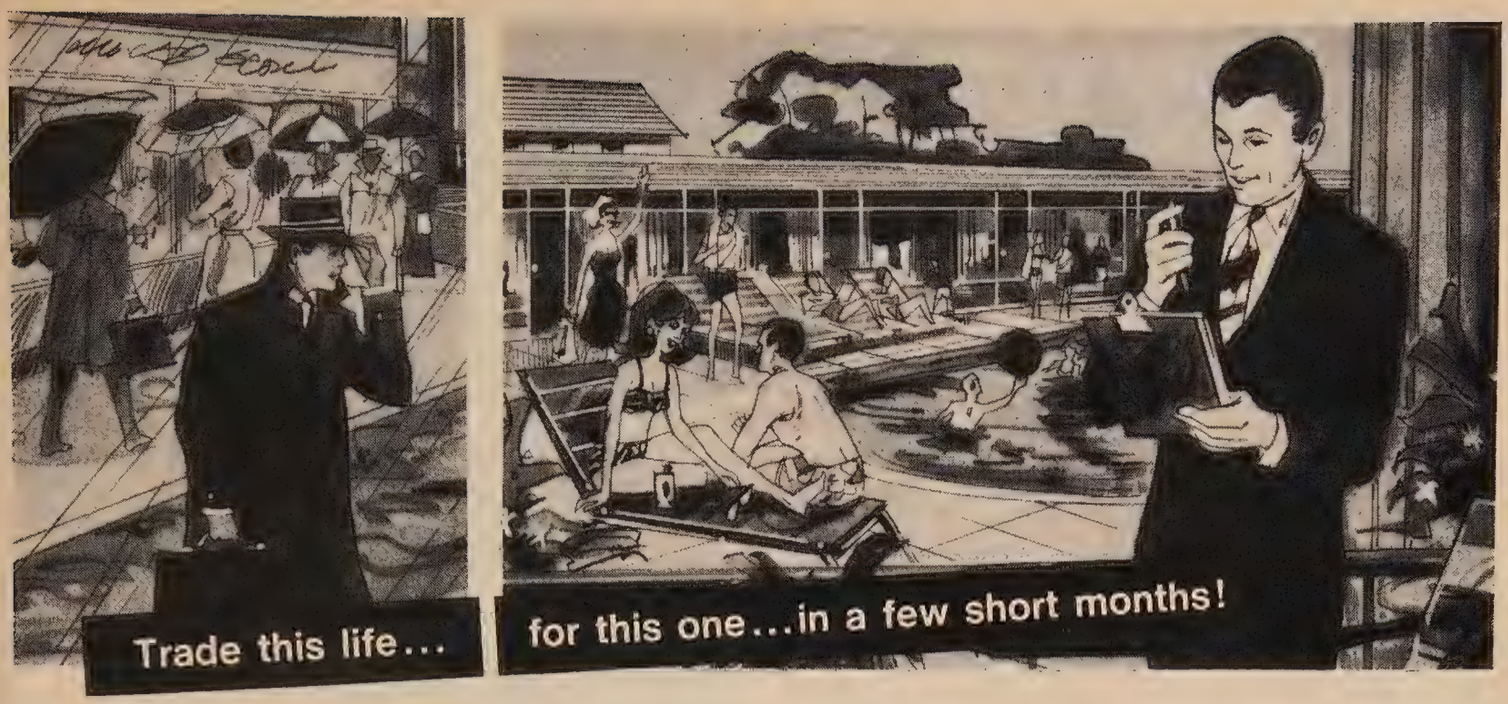

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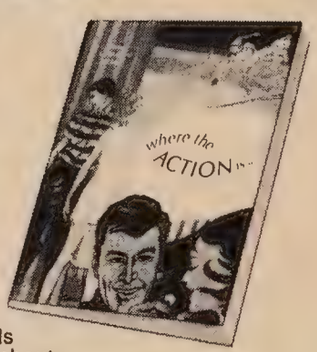

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a half of snow blanketed the mountain! The wind had died, and the temperature was rising steadily. Through the storm a few distant stars could be seen, cold as the granite crags below them.

Blackie Denton was oiling around the heavy hog, his flaring oil torch reddening his features.

"Don't like the looks of things, Lanky," he said.

"You ain't alone," the skipper replied. "Slides will be on the rampage for the next few days."

"A hard freeze would stop 'em."

"But we ain't gonna get that."

There was nothing more to say, and Lanky moved toward the crummy with a swinging stride.

"What're we takin' out of here?" Blackie wanted to know.

"The plow, a flanger, and our caboose," replied his companion.

"We goin' it alone?"

Lanky nodded. They coupled into the plow with its steel spikes for smashing masses of ice off the track. Then Blackie backed against the flanger, and lastly the caboose. The brakeman had a cheerful fire blazing in the stove and the coalbox filled. When Lanky came stamping in, he was sweeping out the place.

The conductor sniffed with pleasure. There was something about a caboose that you grew to love.

"We should have a lot of grub," said Jiggs.

"Hadn't ought to need it," Lanky said. "With Blackie herdin' us, we'll be back in Craghead with our feet under Mrs. Flanagan's table on Railway Avenue by nine a.m."

"I sure hope so."

They backed to the depot, where Lanky was handed a flock of messages and train orders. One warned them to watch for ice on the rails a couple of miles above town. Another carried an ominous note. "Through slide territory proceed with extreme caution as snow becoming treacherous."

The throttle artist in the cab blasted off and left town in a hail of red-hot cinders and rattling exhausts. Lanky felt uneasy. No man working in Wolverine Pass underestimated its ruthlessness. Many a good rail had gone to glory along that route.

Lanky could tell when Blackie hit the ice by the way the crummy lurched. But they crashed through it with no apparent effort. Smoke-filled steam sifted into the caboose and fogged the windows. As soon as Blackie whistled for Waterfill, the conductor went out on the rear platform. But the depot was in darkness, the order board down. They filled their tender and proceeded up the grade.

"I reckon our gal is dead to the world," murmured Lanky as they entered the gorge. He felt sorry for Henrietta. She had tried so hard, but trying wasn't enough. Bucking the traffic that flowed over it was a man's job.

Along here the going was tough. Blackie had the Johnson bar down in the corner, throttle wide open, and was riding her drivers on two streams of sand. The plow threw snow in furrows to each side of the track. The sky was solid black and great flakes dropped as though shaken from a feather mattress.

IT CAME without warning. One second they were fighting the snow and grade, struggling for each foot. Next they were stopped dead. But accompanying the halt was a violent shaking of the caboose and a roar.

Lanky snatched up his oil lantern and rushed toward the front door. When he jerked it open, soggy snow fell into the caboose, and the glow of the lantern was reflected on the solid wall.

"Looks like a slide got us, Lanky."

"I don't see nothing of our engine," said the skipper as he dug into the bank and climbed for the top.

For a while it seemed he'd never get there, and when he did and looked around him, everything was buried and silent. Flakes still falling wet the back of his neck. Suddenly there was a noise like steam escaping, followed by the thundering sound that grew louder in the distance.

Lanky was sweating when he finally came to the top of the bank. He raised his lantern and squinted into the darkness. Its feeble rays showed nothing. In desperation he screamed: "Blackie! Blackie!"; but silence settled down after the echo of his own voice.

"If only it was daylight," he muttered.

He looked at his watch: 6:38. It would be an hour till dawn and in that time anything could happen. Lanky knew he could do nothing there, while behind him he saw light shining through the door of his caboose.

Once more he shouted Blackie's name, and kept yelling till he grew hoarse. The engine had disappeared as though erased from the picture.

At last the skipper crawled forward, making his way up the steep sides, sliding into troughs. The caboose was no longer visible. Lanky figured he had progressed several hundred yards when he hit a slope and coasted down.

Grasping at something to stop himself, his fingers passed right through the crust of the snow bank. When he stopped he lay face down in a soft pile. He'd lost his lantern, but as he got upright he stumbled over a solid steel rail.

There was still no sight of the locomotive. Lanky was positive she was not buried in the slide he'd crawled over, so he began to be afraid she had been swept from the rails to the bottom of the canyon. In that case, Blackie and the fireman and the head brakeman might all be dead.

Gray dawn silhouetted the eastern mountain range, though in the gorge everything was lost in shadow. The conductor began his return to the back to wait for daylight. The trip back was another struggle. Lanky was worn out when he opened the caboose door and staggered inside.

BLACKIE DENTON sat on the locker stripped to the waist, while Jiggs wrapped a white rug around a nasty cut on his left arm.

"Where's your engine?" gasped the conductor.

"I reckon that slide knocked her a hundred feet down over the dump," said Blackie, wincing with pain. "She's on her left side down there."

"But your fireman and—"

"The tallowpot's pinned in the cab, but he's okay except for a mashed foot. Brakeman's with him. Got his leg broke."

Lanky shook his head helplessly. "I'm sure all the wires are down," he grieved, "so we can't get help till one of us makes it out of here."

As they sat there quietly, another ominous roar was heard.

"Avalanche!" said the brakeman. "Goin' out there would be takin' a long shot."

Lanky nodded. "But when daylight comes, I'm gonna tackle it. I should get back to Waterfill okay."

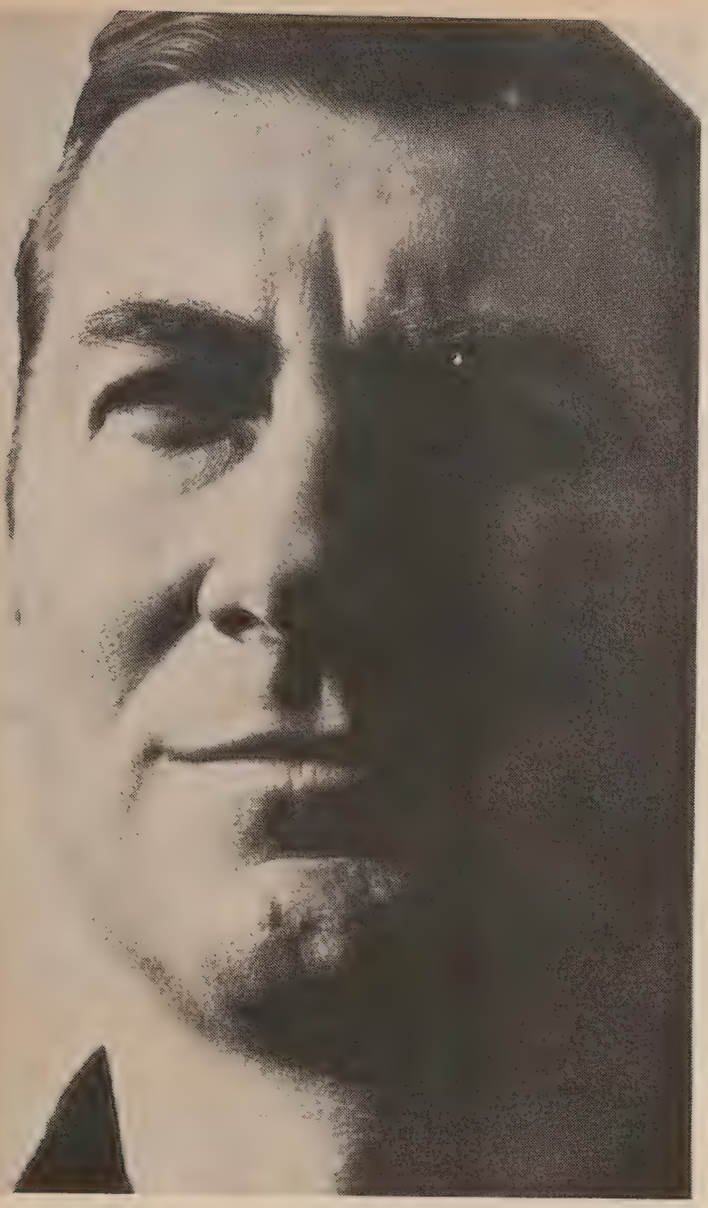
"If yuh had wings," said Blackie, "yuh could fly. It ain't over half a mile air line, but afoot it's about three."

Lanky headed toward the door.

"Where yuh goin?"

"To see if the other men are all right," he replied.

"They're okay, I tell you," said the hogger irritably. "The engine's on her side but the cab wasn't smashed bad, and the inside's dry and warm. Jiggs and I'll go there while yuh get help."



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By this time light was filtering through the caboose windows. The conductor pulled his hat lower and turned up his mackinaw. Occasionally the throbbing of mountains of ice could be felt in the crummy.

"I'll order out the big hook, and get a doctor."

Lanky's hand was on the door knob and he started to turn it. But at the same moment, the knob was turned the other way and the door shoved inward. The conductor stood there open-mouthed while a bundled little figure entered. A red stocking cap was pulled down to meet the turned-up collar of a sheep-lined coat. Strapped over its back was a bulky sack.

"Is everybody all right?"

It was a feminine voice. Henrietta Newcomb pulled off her hat, and showed a nose and cheeks red from frostbite. She was still pretty. Then she stamped around the car, pounding some feeling into her arms and feet.

"How did you get up here?" demanded Lanky.

"I walked," she replied. "But how about you? Is anyone hurt?"

Blackie told her about the fireman and brakeman and the snow slide.

"How'd yuh know we was in trouble?" he asked.

"I woke up when you went through Waterfill, and seemed to feel you'd have an accident. So I lay there listening to the exhausts of your engine."

As the girl spoke she removed the sack and took out a first-aid kit, coffee, and other groceries.

"Then I heard the roar of the snow slide, and the crash," she added. "When your exhausts were silent, I knew I'd better come after you.

"Sounds do carry far in this altitude," Lanky commented.

"I even heard you calling to Mr. Denton. I ordered the wrecker from the east and the DS assured me they'd bring a doctor and be on their way as soon as possible."

"Well, I'll be damned!"

"Wonder you didn't get hit by a slide," Blackie grunted.

"A couple of times they came so close that I could feel the wind and mist," the girl said ruefully, "but I knew you couldn't be too far away."

Blackie Denton got to his feet. He approached Henrietta with some ceremony and an outstretched right hand. When she clasped it, the crusty engineer kissed her cheek impulsively and boomed: "Yuh may not be a railroadman, sister, but yuh sure can handle a man's job." ●

SP&S diesel 850 hauls freight northward beside old Oregon Electric power poles.

Spokane, Portland & Seattle Ry.

Locomotive roster compiled by Sy Reich

Road Numbers	HP	Builder	Builder's Model	Wheel Arrangmt.	Tractive Effort	Weight	Date	Notes
10-11	660	Alco-GE	S1	B-B	49,500	198,000	1941	14
20-21	1000	Alco-GE	S2	B-B	57,500	230,000	1940	15
22	1000	Alco-GE	S2	B-B	57,500	230,000	1942	
23-24	1000	Alco-GE	S2	B-B	57,500	230,000	1943	
25-28	1000	Alco-GE	S2	B-B	57,500	230,000	1943	
30	1000	Baldwin	VO 1000	B-B	59,425	237,700	1940	17
31	1000	Baldwin	VO 1000	B-B	59,425	237,700	1940	16, 17
32	1000	Baldwin	VO 1000	B-B	59,445	237,780	1942	17
33-34	1000	Baldwin	VO 1000	B-B	61,075	244,290	1945	17
40-42	1000	GM-EMD	NW2	B-B	61,886	247,546	1948	
43-45	1200	GM-EMD	SW9	B-B	61,475	245,910	1951	
50	1000	Alco-GE	RS-1	B-B	60,625	242,500	1945	21
51	1000	Alco-GE	RS-1	B-B	60,625	242,500	1945	21
52-54	1000	Alco-GE	RS-1	B-B	60,625	242,500	1945	21, 2, 8
55	1000	Alco-GE	RS-1	B-B	60,625	242,500	1945	21, 8
60	1500	Alco-GE	RS-2	B-B	62,250	249,000	1949	
61	1500	Alco-GE	RS-2	B-B	60,765	243,060	1949	
62	1500	Alco-GE	RS-2	B-B	62,250	249,000	1950	
63-64	1500	Alco-GE	RS-2	B-B	58,450	233,800	1947	3
65-68	1600	Alco-GE	RS-3	B-B	62,250	249,000	1950	
69-70	1600	Alco-GE	RS-3	B-B	62,250	249,000	1951	
71-78	1600	Alco-GE	RS-3	B-B	62,250	249,000	1951	
79-80	1600	Alco-GE	RS-3	B-B	62,250	249,000	1953	
81-82	1600	Alco-GE	RS-3	B-B	62,250	249,000	1953	
83-84	1600	Alco-GE	RS-3	B-B	62,250	249,000	1953	4
90-93	1600	Alco	RS-3	B-B	61,530	246,100	1955	
94-95	1600	Alco	RS-3	B-B	61,530	246,100	1955	
96-98	1600	Alco	RS-3	B-B	61,530	246,100	1955	
100-101	1500	Alco Pr.	DL-415	B-B	64,475	257,960	1968	
150-153	1750	GM-EMD	GP9	B-B	64,265	257,060	1956	
154-155	1750	GM-EMD	GP9	B-B	62,055	248,220	1956	
200-205	1500	Alco-GE	FB-1	B-B	62,250	249,000	1948-9	1, 9, 18,19
206-207	1500	Alco-GE	FB-1	B-B	62,250	249,000	1948	1, 5, 19
208-209	1500	Alco-GE	FB-1	B-B	62,250	249,000	1949	1, 5,19
210-212	1600	Alco-GE	FB-2	B-B	62,250	249,000	1950	1, 6, 10 1, 18, 19
213	1600	Alco-GE	FB-2	B-B	62,250	249,000	1950	1, 2, 10
300-306	2400	Alco Pr.	DL-424	B-B	66,000	264,000	1964	
310-317	2500	Alco Pr.	DL-425	B-B	62,270	269,080	1965	
320-327	2500	Alco Pr.	DL-425	B-B	67,360	270,240	1966	
330-335	3600	Alco Pr.	DL-636	C-C	98,050	392,200	1967-8	
340-343	3600	Alco Pr.	DL-636	C-C	98,160	392,640	1968	
750	2000	GM-EMD	E7A	A1A-A1A	53,480	320,800	1948	
800-801	1500	GM-EMD	F3A	B-B	62,475	249,000	1947	11, 22
802	1500	GM-EMD	F3A	B-B	62,150	248,600	1948	
803-806	1500	GM-EMD	F7A	B-B	62,250	249,000	1953	
850-855	1500	Alco-GE	FA-1	B-B	62,250	249,000	1948	12, 19
856-861	1500	Alco-GE	FA-1	B-B	62,295	249,180	1949	1, 2, 12
862-863	1500	Alco-GE	FA-1	B-B	62,125	248,500	1948	7
864-865	1500	Alco-GE	FA-1	B-B	62,125	248,500	1949	7
866-867	1600	Alco-GE	FA-2	B-B	62,125	248,500	1950	13
868	1600	Alco-GE	FA-2	B-B	62,250	249,000	1950	1, 13, 20
869	1600	Alco-GE	FA-2	B-B	62,150	248,600	1950	13

Roster is based on data from Burlington Northern's regional mechanical manager and is accurate as of March 17, 1970.

Locomotive builders: Alco-GE, American Locomotive Co.-General Electric Co.; GM-EMD, General Motors-Electro Motive Div.; Alco, American Locomotive Co.; Alco Pr., Alco Products.

(1) These units were traded to Alco Pr. for new power: 200-213, 861, 868, now in SP&S service.

(2) The following units were sold to Zidelle Explorations and scrapped: 52 (4/69), 213,861.

(3) 63-64 were originally Great Northern 200-201, then SP&S 63-64 (2/16/63), were traded to Alco Pr. in 1965. 63 was scrapped in 1967. 64 was resold to Louisville & Nashville, renumbered 104 (2nd) (1967).

(4) 83-84 were originally GN 231-232, then SP&S 83-84 (4/1/59).

(5) 206-209 were originally GN 440B, C and 442B, C, then SP&S 862B-1, 862B-2, 864B-1, 864B-2 (1/50); then SP&S 206-209. Sold to Alco Pr. and scrapped (1966).

(6) 210 was sold to Zidelle Explorations, then to Pacific Great Eastern. Converted to a remote control car and renumbered RCC1.

(7) 862-865 were originally GN 440A, D and 442A, D; then SP&S 862A-1, 862A-2, 864A-1, 864A-2 (1/50), then SP&S 862-865.

(8) 52-55 were originally Oregon Electric 52-55, then SP&S 52-55 (1952).

(9) 200-205 were originally 856B-1, 856B-2, 858B-1, 858B-2, 860B-1, 860B-2; then 200-205.

(10) 210-213 were originally 866B-1, 866B-2, 868B-1, 868B-2; then 210-213.

(11) 800-801 were originally 800A-1, 800A-2; then 800-801 (10/48).

(12) 850-861 were originally 850A-1, 851A-1, 850A-2, 851A-2, 852A-1, 852A-2, 856A-1, 856A-2, 858A-1, 858A-2, 860A-1, 860A-2; then 850-861.

(13) 866-869 were originally 866A-1, 866A-2, 868A-1, 868A-2; then 866-869.

(14) 10 was sold to City of Prineville, renumbered 102 (1963).

(15) 20 was sold to Alco Pr., resold to Longview, Portland & Northern, renumbered 20. (1963). 21 was sold to Hammersly Iron Ore Ltd., renumbered 007. Scrapped (4/69).

(16) 31 was originally Baldwin demonstrator 332, then SP&S 31 (1940).

(17) 30-34 were sold to Alco Pr., then to Schnitzer Steel Co. (7/31/64) and were scrapped.

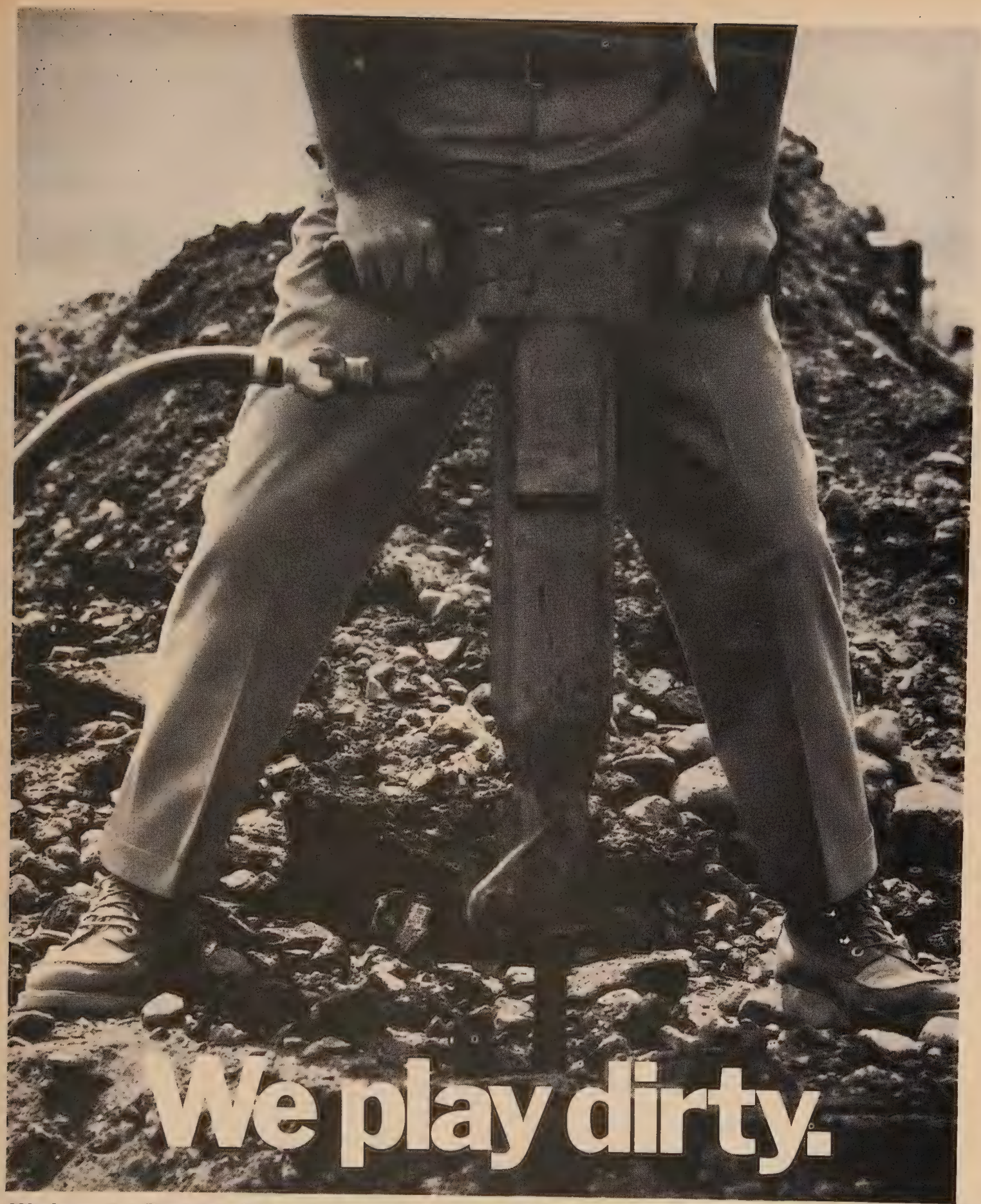
(18) These units were traded to Alco Pr., then resold to Zidelle Explorations: 200-201, 204-205, 211 (6/68), which, along with 206, were credit for 330-335.

(19) These units were traded to Alco Pr., then resold to Schnitzer Steel: 202-203, 207-209, 212, 850-855 (1966) and were scrapped.

(20) 868 was sold to Alco Loco, renumbered 868.

(21) 50-51, 53-55 sold to R.L. Pittman.

(22) 800 traded to GM-EMD for new power. ●



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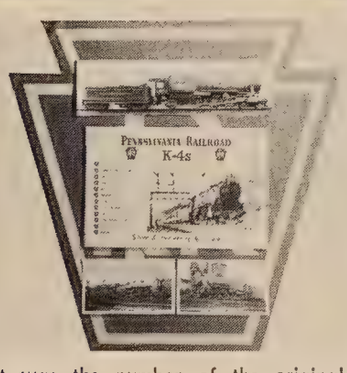

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Boston & Maine passenger engine BL-2 (EMD, 1948) shown at Boston in 1950.
From collection of Jim Edmonston

TRACKSIDE IN THE DIESEL AGE

by Jim Edmonston

ONE hot June afternoon in 1964, as I stood on the station platform at Harper's Ferry, W. Va., a westbound B&O stone train emerged from the tunnel. A boy standing beside me pointed a camera at it. I heard a man ask why he wanted to shoot "an ordinary four-unit diesel freight."

"That's not just a four-unit diesel, Dad," the boy said impatiently. "Notice the number 6599 on the rear. That's the only GP-18 on the B&O. It was rebuilt from a wrecked F-7, No. 4428 See the 4650 on the point? That's one of the lot the B&O bought from Bessemer & Lake Erie a couple years ago."

I was amazed. When I was a kid, B&O used doubleheaded Mikes, 2-10-2's, and Mallets through Harper's Ferry, but I knew less about them than this fellow does about diesels.

Southern Ry. and the Cincinnati Railroad Club, of which I'm a member, recently ran two round trips, Cincinnati-Lexington, with famous Mike No. 4501. Recalling the kid at Harper's Ferry, I studied the younger fans. The 4501 impressed them, but much of their conversation was about the Southern's new diesels. Using a helper up steep Erlanger Hill, our train drew a matched set of SW-1500's, Nos. 2318 and 2319. In addition, we saw SD-45's, SD-35's, GP-30's, SD-24's, and one U-30C.

Our Locomotive of This Month is EMD's pre-geep road switcher, the BL-2. These were built in 1948-'49 as EMD's entry into the road switcher field in competition with Alco and Baldwin. You could call them ugly. The 1500-hp units were basically a hybrid model, a cross between an F unit and a switcher, with the carbody's sides tapered for visibility. The cab is similar to the F, but set back much farther from the nose. Strange "fenders" beneath the cab windows extend the length of the unit, sloping back to the rear frame. BL-2's could be run in either direction with good visibility, but I've always seen them cab first.

The first demonstrator, EMD No. 499, was actually model BL-1; the addition of MU connections made it BL-2. This unit was sold to the Chicago & Eastern Illinois as their No. 202, and was traded in on a GP-30 in 1963.

At this printing, ten BL-2's out of 59 built are operating, eight on Bangor & Aroostook and two on Western Maryland. The WM units work the Hagerstown yards in multiple with home-made slugs. Thomas A. Schiltgen of Markham, Ill., says Monon No. 36 —that road's last BL-2—has been sold to Rock Island as a trade-in and, prior to the trade was used in transfer work in the Chicago area. By now, it is gone.

BL-2's were built in two sub-models: for freight-only and for dual-service. Passenger BL-2's had a steam generator which exhausted through a pipe running between the windshields. These were C&EI 202, B&M 1550-1553 (see photo), C&O 83 (renumbered 1839), and Rock Island 425-429. Roads which operated BL-2's: C&EI, BAR, BM, C&O (PM), FEC, MP, Monon, RI, WM.

Letters reaching me daily tell of strange locos seen all over. For example: ex-D&RGW F-7's on the IC in Carbondale, Ill., and a Penn Central RS-3 with a steam generator (high short hood), repainted as LV 211 and observed at Sayre, Pa. (Pennsy 5569). Rock Island has leased some E-8A's from Union Pacific and is repainting them red with new RI lettering. SP-Cotton Belt units seem to be everywhere. Mike McDonald of Los Angeles saw three Santa Fe Alco HH-1000 switchers, including No. 2319, at the L.A. roundhouse. These are rare.

Here in Cincinnati we have Staten Island Rapid Transit Alco S-2 No. 9031 (B&O). The Penn Central had ex-D&RGW F-7's (an AB set) in Sharon Yard the other day, while C&O really raised some eyebrows with its U-23B 2356 and U-25B 2522.

Who knows the identification of Cities Service Oil Co. 108, a switcher? Jay Thomson of Maryville, Tenn., saw it moving through Etowah Yard in an L&N freight. Also, please tell me if you see any Alco FA-2's in use. I'd like to check on how many are left.

A new EMD unit is the SD-45X. This monster was sighted demonstrating in Chicago's Barr Yard on B&O. It packs 4200 hp in 20 cylinders and is the same length as the SDP models, with a squared-off rear end and the familiar slanting radiators of the SD-45. EMD's revolutionary new high-adhesion trucks are used—a striking change in truck design! An interesting sidelight is the plate on the loco which reads "Co-owners, EMD and B&O." This might be a new policy in demonstrating units. More are in production.

When spotted behind LaGrange plant two months ago, the unit wore EMD's blue and white demonstrator colors with "SD-45X" in huge letters on the side. However, the one seen at Barr Yard does not have the lettering. Why the secrecy?

Most of my mail asks about Alco units. These were the most interesting diesels. White Motor Co., builders of trucks, have bought the Alco Products engine plant at Auburn, N.Y., and will turn out 12- and 16-cylindered engines there. They already have contracts for three jobs in New South Wales, Australia. Will we have White diesels here in the future?

Send your diesel news and comments to my home at 792 Farnham Court, Cincinnati, Ohio 45240. ●

John A. Scesny, 780 Long Island Ave., Medford, N.Y. 11763

Engr. Glen Swift gets "highball" by radio as he eases Erie Lackawanna symbol freight CX99 out of Port Jervis, June 13, 1970, having at his command two EL GP-35's and a Great Northern GP-30. EL often uses pool power.

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Probably for the last time, McCloud River RR. engine No. 25 ventures into the snowy mountains of California, Jan. '70.
Photograph by Henry W. Brueckman

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THESE ARE JUST A FEW OF THE LETTERS IN OUR FILES FROM MEN AND WOMEN WHO HAVE FOUND SUCCESS AS DURACLEAN DEALERS. (IN ANOTHER YEAR YOUR STATEMENT COULD BE HERE, TOO)

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RAILROAD RECORD CLUB
Hawkins, Wisconsin 54530

HIJACKING of a passenger train one night recently in Sicily was foiled by the engineer, his passengers, and the police. Antonio Monticino, 34, who had ridden the train down from Genoa, burst into the engine cab, brandishing what turned out to be a cap pistol.

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"Get going or I shoot!" he told the engineer. "From this moment, I'm in command." It was sheer melodrama.

The engineer stalled, saying the track ahead was not clear. Passengers notified police, who arrived quickly. Monticino was hustled off to a mental hospital. ●

EVER hear of a train stopping so that a fellow could collect a bill? John Waggoner of the Waggoner Mercantile agency in St. Joseph, Mo., had called a railroad man about a bill. The debtor said he'd pay but was in a train crew pulling out of town right away.

"If you can get down to the Monterey street crossing quickly, the train will stop and I'll pay you," he said; and thus Waggoner collected the money. ●

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The Blueberry Special

HOW many oldtimers remember the "Blueberry Special" that was run out of Atikokan to Steep Rock in Ontario, Canada, on the Canadian National, every Sunday morning? The train crews did this on their own time. The consist included two cabooses, an old dilapidated coach for the women and children, and as many boxcars as could be found empty around the railroad yard.

July and August were the favorite months for the Blueberry train, and it started out from town around 8 or 9 a.m. to make the 9-mile run. Serving as the conductor, I'd get the train orders, and board the train for the short run. Among the riders were Indians who belonged down at the little sawmill in town, and a multitude of dogs, everything from cocker spaniels to husky sled dogs.

At Steep Rock a sandy beach stretched along the shores of a lake for three-quarters of a mile. You could wade out several hundred yards and not be over your head in the warm lake water.

The old folks would stay around the beach camp and the kids would wade and swim. The oldsters built a big fire and then about noon they would bury this fire in the sand and place everything to cook down in the fire hole.

Meantime several men would be out in canoes trolling for fish, while others would hunt partridges. The partridges and fish were wrapped in wet newspapers and placed in beside the sandy covered fire.

A bunch of us would take berry pails, go about half a mile inland, picking berries. About noon we'd have bread and butter, blueberries with sugar and cream and tea, and then go back to picking.

Once we came upon a calf moose about 12 feet high in a poplar tree. This happens when the mother moose straddles a tree as she browses, walking along and bending the tree over and followed by her calf. The tree springs erect and in this case left the calf caught in the branches. We tried to release this youngster, but succeeded only in having the mother charge at us. An Indian boy I was with shouted, "Show no fear or she will kill you."

About 4 p.m. we would all return to the beach. The game animals would be dug up and we'd scrape the skin from the meat, rip the insides away, and with a salt shaker in one hand we'd tie into it. A wild good taste it was.

We would then all board the Blueberry Special. The hogger would widen on his throttle and black smoke would pour from the stack, trailing above and behind us. On our way home we'd sing French canoe songs, and upon arriving home there would be a square dance that night.—George J. Gale, 2527 Buker St., Olympia, Wash. 98501.

ALONG THE IRON PIKE
by Joe Easley
KILDEER BIRD, WHICH DOESN'T BUILD A NEST BUT RELIES ON PROTECTIVE COLORATION. HATCHED OUT TWO EGGS BETWEEN RAILS OF COLUMBIA PARK & SOUTHWESTERN TROLLEY-MUSEUM LINE AT NORTH OLMSTED, OHIO.
WHO SAYS PIGGYBACK TRAINS ARE A MODERN IDEA? FARMERS USED THEM IN THE LATE 1880'S TO HAUL PRODUCE TO MARKET VIA THE LONG ISLAND RAIL ROAD. DRIVERS RODE IN COACH AND THE HORSES IN SEPARATE CAR.
WATER IS USED TO MOVE CARS ON MARZILI UNICULAR RAILWAY IN BERN, WITZERLAND. THE UPPER CAR S FILLED UNTIL ITS WEIGHT STARTS IT DOWNHILL, 120 YARDS, PULLING UP THE OTHER CAR.
RECENT FIRE AT LANCASTER, PA., DESTROYED A PLUSH BUSINESS CAR BUILT IN 1918 FOR FRISCO ROAD OFFICIALS, OWNED BY NATHAN N. LOSS. AT ONE POINT THE BLAZE STARTED THE CAR'S GENERATOR, ACTIVATING ITS AIR-CONDITIONING SYSTEM.
(from L. P. Cummings, Lancaster, Pa.)

Mexico Buys SD&AE

MEXICO's last foreign-owned railroad, the San Diego & Arizona Eastern, was sold July 1st to the Mexican Government, which paid $320,000 for the 46 miles of land, track, and equipment between Tijiuana and Tecate. The deal provides that the SD&AE will continue to use its own crews, but all other phases of operation below the U.S. border are manned by Mexicans.

The line runs a daily train each way between San Diego and El Centro. Traffic from the Imperial Valley consists primarily of alfalfa and cotton bound for San Diego; eastbound freight is mainly consumer goods.

John B. Speckels owned the SD&AE when it opened in 1919. The Southern Pacific bought it in 1933. The line's greatest claim to fame is its spectacular trestle across Carrizo Gorge northeast of Jacumba in the Inkopah Mountains. The trestle is 633 feet long and 185 feet high, crossing the gorge on a 16-degree curve. It is one of the world's highest railroad trestles.

In that area, the trains go through 16 tunnels in 11 miles. This was once a favorite ride for photo and rail buffs, but SD&AE has not hauled passenger cars in the United States since 1951 and ceased passenger operations in Mexico in 1963.

HOBBY CLUB

conducted by Sy Reich

NEW HOPE & Ivyland Railroad, the 17-mile tourist line operating in Bucks County, Pa., recently filed for bankruptcy. Main reason for this was that the road's major creditor, to whom it owes $200,000, had threatened to foreclose. This would have meant a complete shutdown of the NH&I and probable sale of its rolling stock and equipment. Due to the reorganization, however, the road will continue to run; in fact, recently, passenger traffic has had a sharp increase, since many have flocked to the road for what they thought was a "last ride". The New Hope & Ivyland also carries freight for the Union Bag Co. of New Hope, and owns a gift shop in that town.

For the first time, a conference will be held to benefit those who operate, or plan to operate, steam tourist roads and museums. Among other topics, discussions will include management techniques and the importance of proper locations for a road. The conference will take place Oct. 31-Nov. 1 at Lancaster, Pa., and will include films, commercial displays, and a session in locomotive repair at the Strasburg RR's engine house. This will be followed by a ride on the Strasburg in a reserved car.

Motel accommodations are available; a deposit of $20 is required. For details, write Empire State Railway Museum, P.O. Box 459, Wall St. Station, New York, N.Y. 10005.

First train holdup in the Southwest in almost fifty years took palce recently in Brackenridge Park, San Antonio, Texas. Two masked men, one with a pistol, held up a one-fifth scale train as it rolled along miniature tracks in the park. At first, passengers thought it was a staged holdup, but realized what was happening after one man was roughed up. Altogether, money and valuables totaling about $500 were taken. Later, two soldiers at Fort Sam Houston were arrested for what some are calling the "great little train robbery". Owners of the line have wisely decided to forbid any future make-believe holdups.

Steam action photos of Canadian National, Canadian Pacific, Pacific Great Eastern, and Great Northern are available from Bordertown Publishing, 3491 West 37th Ave., Vancouver 13, B.C., Canada. Some of the photos cover early steam power; others are of diesels and electrics. A comprehensive catalogue including two 8x10" photos costs $4.

We hear of another tourist line, this one just opened in New England. Called the Steam Village Railroad, it operates on a 2-mile loop of 24-inch-gage track at the junctions of routes 11 and 11C in Gilford, N.H.; motive power is supplied by a 9-ton German loco. The loop was completed when a 64-foot-long trestle was put into place by a crane.

John Knox, the road's president, hopes to build a series of shops lit by old-fashioned gas lights and an animal farm. A small trolley and a 90 year old pop-corn wagon will also be on the scene. Who can tell us more about the road's operation?

New England div. of the Railroad Enthusiasts has been one of the more active groups running fantrips in recent years. Right now they are working on their 1971 trip schedules. If you want to get on their mailing list, send your name and address to the group at Box 136, Ward Hill, Mass. 01830.

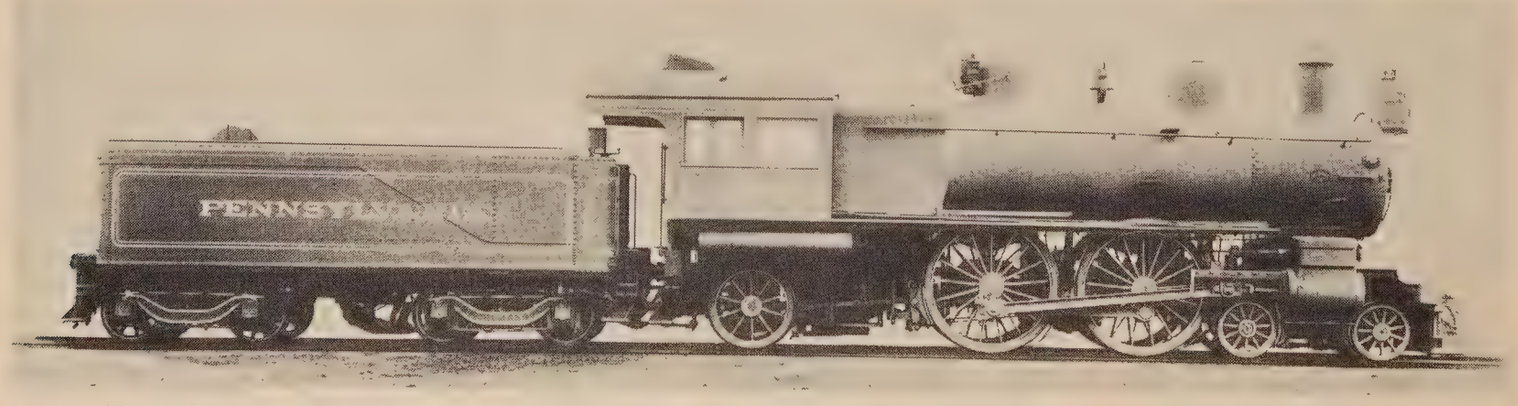
East Lancashire Railway Preservation Society is an English group dedicated to preserving English steam locos in their original, authentic, state and running them on the 3½ miles of Society-owned track. It already uses a Stanier 4-6-0 and plans to acquire an 1898 ex-London & South Western 0-4-0T. The latter engine, C. J. Bates, publicity chairman tells us, is still at work for a firm of fuel merchants, shunting coal wagons on the Southampton Docks!

To raise money for their projects, the group sells a variety of English books and documents; sales list, 25¢. Another way to help is to send used postage stamps; proceeds from their sale will be used to defray maintenance and restoration costs. The Society is located at Helmshore Station, Rossendale, Lancs., England.

Like the Katy, the Denver & Rio Grande is 100 years old in 1970. Commemorating this centennial in print, the Colorado Railroad Museum has published a *1970 Colorado Rail Annual*. This book contains 132 pages and 185 photos of D&RG history. It costs $3.95 postpaid from the museum at P.O. Box 641, Golden, Colo. 80401.

The Train Sheet is the 6-page monthly publication of the Tacoma chapter, NRHS. The latest issue featured an article on the *California Zephyr* and a discussion of the recent Post Office decision to move mail by rail (and truck) on short distances. Donald C. Dietrich, who wrote our feature article on Milwaukee Road electrification (June '70), is a regular contributor. Subscriptions are $3 a year. Address correspondence to *The Train Sheet*, 7358 28th Ave. S.W., Seattle, Wash. 98126.

Those living in the central New York State area should know about *The Call Board*, the 9-page printed monthly of the Mohawk & Hudson chapter, NRHS. Edited by J. D. Thompson, it contains reports of the chapter's activities as well as the latest news on the Penn Central and D&H. Single copies cost 25¢; $3 a year. Address of *The Call Board* is 2512 McGovern Drive, Schenectady, N.Y. 12309. ●



This Atlantic-type engine, No. 2024, was built by the Pennsy at the famed Altoona shops in March, 1903.

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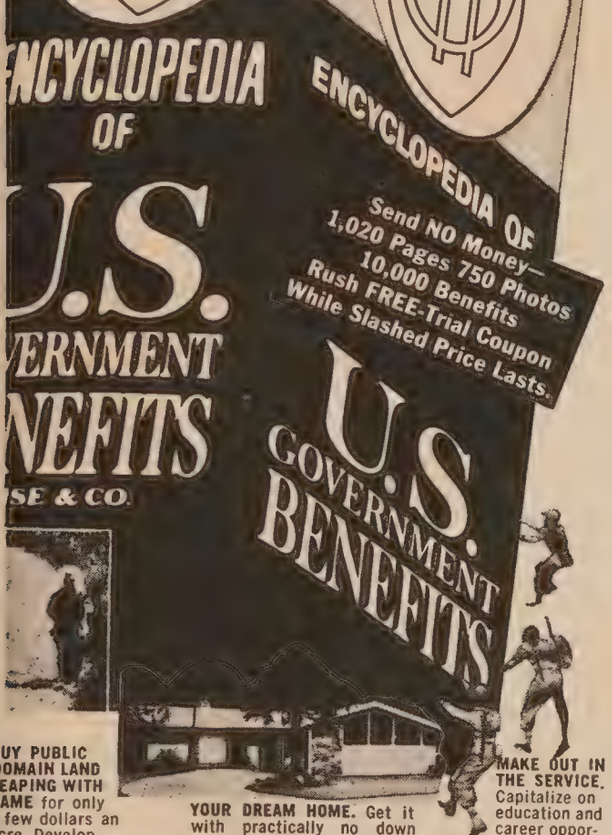

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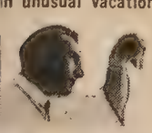

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SEAWAY in trouble. A half-billion dollar waterway project, hailed as a marvel of low-cost transportation when it opened a decade ago, is now suffering a decline in traffic. St. Lawrence Seaway entered 1970 some $20 million behind in repaying its debt as a result of insufficient toll revenues. The loss of traffic has been so severe that the future of the 2,300-mile route between the Atlantic Ocean and the Great Lakes is in some doubt.

The Seaway's locks are too shallow and too narrow for modern ships. Even older ships, heavily loaded, have trouble moving through the locks. To widen and deepen the locks would cost as much $5 billion.

Those who backed the Seaway confidently predicted it would siphon off large amounts of rail traffic moving from the Midwest to Eastern ports. They said it was "cheap transportation." This massive shift of traffic never occurred. In fact, some shippers routed their exports by rail because ships using the Seaway were too slow and sailed on infrequent schedules.

Despite this object lesson, the Federal Government continues to pour many millions into waterway projects. . . . By contrast, railroads have built, maintained, and paid taxes on their own rights-of-way for many years. Other modes of transportation should make some contribution to the Government for providing their rights-of-way.—Alan S. Boyd, President, Illinois Central Railroad.

EACH year in the U.S. more than 75,000 railroad boxcars, flatcars, and cabooses are retired from service. Nearly 65,000 of these cars contain wood—some three tons per car—which must be removed before the 20 tons of metal components can be salvaged.

The present wood removal method—open burning, using 15 to 20 gallons of kerosene per car—constitutes a major air pollution problem at some 25 locations in major cities throughout the country where the burning is done. The burning of each car results in the release of steady clouds of heavy smoke for several hours. Such open burning has become untenable in light of current air-pollution legislation.

This information comes from Hill & Knowlton, Inc., 150 E. 42nd St., New York, N.Y. 10017, which suggests two alternate techniques for burning those cars with considerable less air pollution. One method involves "controlled combustion," the other a high-pressure water jet which cuts like a saw.

Why can't some of these cars be donated to railfan clubs and other groups and individuals for use as headquarters, summer homes, etc. ●

TEXAS & PACIFIC RAILWAY

Locomotive roster compiled by Sy Reich

T&P 1124 (GP-7) at Denton, Texas, on Katy-T&P "joint track" local, June '52.
Photos by Chas M. Mizell, Jr., 6623 Santa Fe Ave., Dallas, Texas 75223

Present Rd. Numbers	Former Rd. Numbers	HP	Builder	Bldr's Model	Wheel Arrang't	Tractive Effort	Weight	Date	Notes
1-2	2000-2001	2000	GM-EMD	E7A	A1A-A1A	54,345	322,670	1947	1
3-8	2002-2007	2000	GM-EMD	E7A	A1A-A1A	54,345	322,670	1947	1, 2
9-10	2008-2009	2000	GM-EMD	E7A	A1A-A1A	54,345	322,670	1949	1
30-37	2010-2017	2250	GM-EMD	E8A	A1A-A1A	56,465	335,270	1951	2, 3
106-109	MV 106-109	1500	GM-EMD	GP7	B-B	61,490	245,950	1953	6
110-116	1110-1116	1500	GM-EMD	GP7	B-B	62,270	249,080	1950	
117-118	1117-1118	1500	GM-EMD	GP7	B-B	61,060	244,240	1951	
119-124	1119-1124	1500	GM-EMD	GP7	B-B	61,060	244,240	1951	
125-130	1125-1130	1500	GM-EMD	GP7	B-B	61,135	244,540	1952	
386-391	1131-1136	1750	GM-EMD	GP9	B-B	61,770	247,080	1957	
392-399	1137-1144	1750	GM-EMD	GP9	B-B	61,625	246,500	1958	
500-504	1145-1149	1800	GM-EMD	GP18	B-B	61,630	246,520	1960	8
600-614	————	2500	GM-EMD	GP35	B-B	64,700	258,800	1964	1, 5
640-649	————	2500	GM-EMD	GP35	B-B	64,450	257,800	1965	5
850-861	1500A-1511A	1500	GM-EMD	F7A	B-B	58,580	234,370	1949	3
862-869	1512A-1519A	1500	GM-EMD	F7A	B-B	58,580	234,320	1949	1, 3, 5
870-886	1520A-1536A	1500	GM-EMD	F7A	B-B	58,765	235,060	1950	5
887-907	1537A-1557A	1500	GM-EMD	F7A	B-B	58,525	234,100	1951	2, 5
908-930	1558A-1580A	1500	GM-EMD	F7A	B-B	58,525	234,100	1951	1, 2, 3, 5
931-932	1581A-1582A	1500	GM-EMD	F7A	B-B	57,935	231,740	1952	
850B-861B	1500B-1511B	1500	GM-EMD	F7B	B-B	57,635	230,540	1949	2, 5
862B-865B	1512B-1515B	1500	GM-EMD	F7B	B-B	57,635	230,540	1949	1
866B-867B	1516B-1517B	1500	GM-EMD	F7B	B-B	57,610	230,440	1951	5
868B-873B	1518B-1523B	1500	GM-EMD	F7B	B-B	57,610	230,440	1951	2
874B-880B	1524B-1530B	1500	GM-EMD	F7B	B-B	57,610	230,440	1951	1, 5
881-B-884B	1531B-1534B	1500	GM-EMD	F7B	B-B	57,585	230,330	1952	
1000-1001	1000-1001	1000	GM-EMD	NW2	B-B	61,660	246,640	1946	4
1002-1008	1002-1008	1000	GM-EMD	NW2	B-B	61,660	246,640	1947	
1009-1019	1009-1019	1000	GM-EMD	NW2	B-B	61,535	246,140	1948-9	
1215-1218	1020-1023	1200	GM-EMD	SW7	B-B	61,715	246,860	1950	
1219-1223	1024-1028	1200	GM-EMD	SW9	B-B	61,775	247,020	1951	
1224-1231	1029-1036	1200	GM-EMD	SW9	B-B	61,775	247,020	1951	
1280-1289	————	1200	GM-EMD	SW1200	B-B	62,390	249,560	1966	
1290-1299	————	1200	GM-EMD	SW1200	B-B	62,390	249,560	1966	
8000-8007	811-818	800	GM-EMD	SW8	B-B	57,950	231,800	1952	
————	1100	1500	Alco-GE	RS-2	B-B	62,500	250,000	1949	7

Texas & Pacific Roster Notes

Roster is based on data from T&P's Asst. Vice Pres.-Eng., Precision Eng.'s Vice President.-Opertns, and GE's Mgr. Loco Pricing and Remanufacturing Oper. Accurate as of Feb. 16, 1970. Locomotive builders: GM-EMD, General Motors-Electro Motive Div.; Alco-GE, American Locomotive Co.-General Electric Co.

(1) Units scrapped: 1, 2 (3/67), 3 (1/68), 4 (11/68), 5, 6 (8/68), 8 (8/69), 9 (8/68), 10 (8/67), 614 (3/68), 868 (11/66), 863B (11/66), 874B (3/67), 927 (4/67).

(2) Units traded to GM-EMD for nwe MP power: 7 (1/69), 30 (1/70), 33 (1/70), 35 (1/70), 36 (1/70), 859B (10/67), 868B (9/66), 870B (9/66), 895 (11/68), 904 (12/67), 920 (10/67).

(3) Units traded to GE for new MP power: 31, 32, 34 (4/69); 861 (3/68); 918 (4/69). 31, 32, 34, 918 were scrapped. 861 was sold to Precision Engineering and scrapped.

(4) 1000-1001: sold to Prec. Eng., renumbered 1000-1001.

(5) Units traded to GM-EMD for new T&P GP35's: 867, 871-873, 876, 878, 881, 886, 889, 893-894, 903, 912, 914, 926, 928-929, 852B, 854B, 856B, 860B, 866B-867B, 876B, 880B.

(6) 106-109: originally Midland Valley 151, 154, 152, 153. MV 152-153 rebuilt 4/58 to GP9 (Mod) with 1500 hp. MV 151-154 renumbered MV 106, 108, 109, 107. MV 106-107: re-rated to 1600 hp; MV 108-109: re-rated to 1800 hp. MV 106-109: sold to T&P, renumbered 106-109; then re-rated to 1500 hp.

(7) 1100: sold to Texas Pac.-Mo. Pac. Terminal RR, renumbered 23; then renumbered TP-MP 958; then sold to Prec. Eng. (8/3/67); then sold to Alton & Southern, renumbered 33 (2nd); then renumbered A&S 1053.

(8) 504: repowered with EMD 645 engine. ●

First T&P passenger diesel backing up to the *Texas Eagle* at Dallas in 1959.

The Switch List

We list entries free but without a guarantee. Not over 25 words, including name and address. Use abbreviations: *tts.* (timetables), *emp. tts.* (employes timetables), *SSE* (send 6¢ stamped envelope, if in U.S., for list or details). Your entry will be printed in our first available issue. Address Sy Reich, *Railroad Magazine*, 205 East 42nd Street, New York, N.Y. 10017.

C.L. ANDREWS, 4231 S.W. 38 St., West Hollywood, Fla. 33023, sells station, steam, diesel, car pix LV, RDG, CNJ, PRR, SCL, FEC. (SSE)

D.W. ANTONOPOULOS, 15 Rutland St., Springfield, Mass. 01109, buys any size b&w negs., pre '55 NYNH&H diesels, electrics.

C.E. ARNOLD Jr., 5512 2 Ave., Vienna, W.V. 26101, buys pix FEC 405, WP 175.

JEFF ASAY, 13952 Moorpark, Sherman Oaks, Calif. 91403, will buy Josserand's "Rights of Trains".

R.F. BEAUCHAMP, 50 W. 12 St., New York, N.Y. 10011, buys pix of 2-8-4's.

BOB BEERS, 117 Martha Rd., Binghamton, N.Y. 13903, buys 5x7' pix rail transit in Rome, Paris, Vienna; steam era order hoop.

JOHN BENSON, 1200 Seneca Blvd., Broadview Heights, Ohio 44147, sells lanterns, keys, tts., railroadiana. (SSE)

HARRY BOUDREAUX, 3215 Madonna Dr., Alexandria, La. 71301, will sell 2 semaphore arms and blades. (SSE)

STEVE BRAYTON, 33 Highgate St., Allston, Mass. 02134, buys orig. color slides, negs. Alco DL-109's, Baldwin cab units, FM diesels, UP steam.

HENRY BRUECKMAN, Box 1545, Vallejo, Calif. 94590, makes 8x10, 5x7 enlargements from your negs. or pix. (SSE) for prices.

BOB BULLERMANN, 5713 S. 113 St., Hales Corners, Wisc. 53130, sells bldrs. plates, passes, tts.; buys CB&Q steam slides.

GERRY BURRIDGE, Box 152, Pte. Claire Dorval 700, PQ, Canada, sells cacheted covers with CP bldr. Lord Strathcona stamp.

CRAIG BUSSEAU, 324 N. Brighton St., Burbank, Calif. 91506, buys CB&Q pix, tts., emp. tts., train orders, etc.

C.A. BUTCHER, 8 Coyne St., St. Thomas, Ont., Canada, sells CV steam pix; list 10¢.

BILLY CARTEE, Rte. 3, Box 392, Cullman, Ala. 35055, buys rr., airline postcards.

JIM CERVENANSKY, 6425 W. Norwich Ave., Milwaukee, Wisc. 53220, buys, trades pix, postcards of Wisc. rr. depots; trades Xerox copies of early CERA Bulletins.

H.E. CHELF, 5004 N. Knoxville Ave., Peoria, Ill. 61614, will sell NYC Indus. Directory & Shippers Guide, '21, or trade for R&LHS Bulletins prior to No. 77.

CECIL CHURCH, 216 Rideau Terr., Ottawa 2, Ont., Canada, will trade '30 Loco Cyclopedia for orig. Alco, Baldwin, Lima bldrs. catalogs.

DICK CORSER, Newark St., Phelps, N.Y. 14532, buys and sells back issues Trains; sells tts., emp. tts., lanterns; list $1.

LYMAN COX, Box 15902, Sacramento, Calif. 95813, sells rr. postcard sets.

ART CURTIS, Box 692-32, Newark, Ohio 43055, buys, sells tts., cast rr. emblem paperweights; color catalog. (SSE)

WILLIE DAVIS, Box 400, Lynchburg, Ohio 45142, sells B&O, C&O, NYC, PRR, UP, AT&SF, C&NW, CB&Q, GN, N&W rr. calendars.

VINCENT DESANTIS, 196 Carbon St., Paterson, N.J. 07522, buys premerger DL&W steam, diesel, station slides, negs.

MARK EUTSLER, Linden, Ind. 47955, sells Railroad Magazine 1912- '15, '45; RR and Current Mechanics, 1913 to last issue.

JACK FESCO, 4309 Edenhurst Ave., Los Angeles, Calif. 90038, sells ICS books on steam loco air brakes, mint cond., SP dwgs. (SSE)

DAN FOLEY, 1101, New Canaan, Conn. 06840, buys, trades for size 616 negs., BAR 30-34, B&M 1550-1553, 860-865, 3800-3821, NYNH&H 630-639.

CHAS GARDINER, 39-20 220 St., Bayside, N.Y. 11361, buys eastern rr. wax sealers; rr. books and railroadiana. (SSE)

GLENN GIERZYCKI, 2936 E. Crawford Ave., St. Francis, Wisc. 53007, sells, trades SOO, CMSP&P, C&NW, Wisc. depot pix.

BILL GILES, 22 Humewood Gardens, Toronto, Ont., Canada, will buy 1903 Poor's Manual of RRs; also rr. fiction bks.

A. GORDY, 8430 S.E. Duke St., Portland, Ore. 97266, buys SP, UP, GN steam negs., pix.

BOB GREENAWALT, 3643 N. Rosemead Blvd., Rosemead, Calif. 91770, trades other Poor's RR Manuals for a 1916 issue.

LARRY GRIGGS, 1501 S. Central, Phoenix, Ariz. 85004, sells color, b&w 8x10 pix, 8 mm movies, slides.

BERT GUERIN, 39 Elvira St., Bellingham, Mass. 02019, buys switch keys.

AL GUNDERSON, 427 Chicago Ave., Savanna, Ill. 61074, buys and trades bonds, stock certificates.

DON HARDY, 43 Nimitz Dr., Billings, Mont. 59101, buys and sells emp. tts., Off. Guides, Railroad Magazine, Trains, railroadiana. (SSE)

FREEMAN HUBBARD, c/o Railroad Magazine, 205 E. 42nd St., New York, N.Y. 10017. Will sell one copy ea. of these hard-cover books, all illust., indexed: "Grand Central" (Terminal), by Marshall (1946), 280 pages, $6; "The Pullman Strike," by Lindsay (1942), 383 pages, $5; all postpaid.

CLIF HULL, 203 E. 16 St., North Little Rock, Ark. 72114, buys info. on Hoxie, Pocahontas & Nthn., NY&New Orange, York Sou., Bellaire, Lanesville & Cinn.

JIM JEFFERY, 1216 Garth Dr., Kent, Ohio 44240, sells back issues Railroad Magazine, Trains. (SSE)

C.W. JERNSTROM, 822 Pelham Dr., Fort Wayne, Ind. 46825, sells steam loco pix size 620 to 4x5; also sells orig. steam negs.; individual rr. list. (SSE)

E.G. JOHNSON, 2215 E. Bayley, Wichita, Kan. 67211, corresponds with those having info. on silk trains.

E.W. JOHNSON, 2516 Peach St., Erie, Pa. 16502, buys loco firing courses like those issued by ICS.

PETE JOHNSON, 4540 Bryant Ave. S., Minneapolis, Minn. 55409, will sell 9 single lens steam loco class lights; buys Minn. railroadiana.

RAY JOHNSON, Box 160, Wakefield, Kan. 67487, sells rr. watch fob emblems in colored porcelain. (SSE)

ARNOLD JOSEPH, 2512 Tratman Ave., Bronx, N.Y. 10461, sells back issues Railroad Magazine, Trains, rr. hobby mags; buys, sells rr. bks., mag. collections. (SSE)

JOHN KEAVY, Box 214, Fall River, Mass. 02724, sells railroadiana. (SSE)

GLEN KIDDER, RD 1, Acton, Mass. 01720, will sell 1869 UP pass, Tiffany brass belt buckle with train design marked "Montana". (SSE)

RILEY KINNEY, Box U-6726, Fla. State Univ., Tallahassee, Fla. 32306, buys, trades SCL diesel negs.

JEFF KOVACS, 982 Spa Spring Rd., Perth Amboy, N.J. 08861, buys pre '50 Railroad Magazine, Trains.

PAUL KRANOWSKI, 121 Burnside Ave., Cranford, N.J. 07016, buys orig. 35mm diesel slides of D&H, PRR, GN, RDG, GTW, CV, CZ on WP.

JOHN KRAVE, 1511 1 St., Detroit, Mich. 48226, will buy SCL emp. tts., GTW ticket punch.

BOB LAWRENCE, 100 Stuyvesant Pl., Staten Island, N.Y. 10301, wants pix., info. on elec. locos that pulled boats along the Ohio River.

TOM LAWSON, Box 311, Birmingham, Ala. 35218, sells size 122 negs. southern short line, indus. rr. steam; list 10¢.

RON LEWIS, 5235 3/4 Oliva Ave., Lakewood, Calif. 90712, sells Boston MTA, LAMTA PCC negs. size 2¼x2¼ taken '58-'63. (SSE).

SCOTT LOMAZI, 3144 Gary Ave., Merced, Calif. 95340, sells WU telegraph blanks, SP tts. (SSE).

JEROME LOPAS, 1297 Plank Rd., Menasha, Wisc. 54952, buys R&LHS Bulls. 54, 116; Wisc. Central, Wisc. Nthn. railroadiana.

KEN MACDONALD, Box 773, Fredericton, N.B., Canada, buys size 616 steam negs. CN, CP; private cars on all rrs.

CHAS. MANN, 1618 5 St., Rensselaer, N.Y. 12144, buys switch keys; trades PC rulebks., emp. tts., safety rulebooks.

RAY MAROPPOT, Dogwood Trail, Dover, N.J. 07801, trades orig. slides EL, CNJ, for those of your area.

BILL MASSIE, 1414 28 St., Portsmouth, Ohio 45662, sells brass switch keys, locks. (SSE)

L.D. MOORE, Box 2144, Portsmouth, Va. 23702, buys, sells, trades railroadiana; list 20¢.

BILL MORGAN, Box 6863, Fort Myers, Fla. 33902, sells 3¼x5 pix diesel, steam.

DICK MORHARD, 14 Rogers Lane, Smithtown, N.Y. 11787, sells 35mm slides, negs. (SSE)

TOM MULLAHEY, 993 E. Centre St., Mahanoy City, Pa. 17948, buys rulebooks, switch keys, of RDG, P&R, C&W, B&O; trades switch keys.

JIM MULLIKEN, 215 E. 5 St., Lansdale, Pa. 19446, buys detailed map LVT Upper Darby to Allentown incl. Chestnut Hill bridge.

DAVE NESTLE, RD 2 Ray Rd., Greenwich, N.Y. 12834, sells railroadiana; list 25¢ deductible.

KEN ONDRACEK, 2016 S. 7 St., Omaha, Neb. 68108, buys bells, station clocks, steam loco bldrs. plates.

DAVE OSBORNE, Box 186, Fort Churchill, N.B., Canada, buys pre '52 copies of Official Guide.

NORM PERRIN, 4523 Arabia Ave., Baltimore, Md. 21214, sells size 116 negs. PC E33 elecs., PRR, PC E44 elecs., B&O 9700-series FM's.

JIM PROKES, 7850 S. Kenneth, Chicago, Ill. 60652, buys tts., keys, badges and a copy of Crossen's "Switzerland Trail of America".

R.L. REEDY, 2042 N. Taylor St., Arlington, Va. 22207, sells color pix RF&P, SCL in DC area; trades for N&W, SOU, PC. (SSE)

WAYNE RHEINFELD, 1011 Neilson S., Far Rockaway, N.Y. 11691, buys switch, marker, classification, hand lanterns; also globes, bells, headlights, whistles, locks, keys.

DICK RUMBOLZ, 3134 S. 29 St., Lincoln, Neb. 68502, sells Off. Guides '54-'67. (SSE)

WM. RUSSELL, 402 Rochelle Ave., Wilmington, Del. 19804, sells back issues Trains; trades size 616, 3¼x4¼ negs., 35 mm color slides of eastern steam (SSE)

JOHN SCESNY, 780 Long Island Ave., Medford, N.Y. 11763, sells EL slides; list, sample 30¢.

DENNIS SCHMIDT, 907 N. Court, Alma, Mich. 48801, sells back issues Trains, Model RRer. (SSE)

L.B. SEIDEL, 3981 S. Broadway, Grove City, Ohio 43123, will buy Seyfried's 'History of the LIRR Vols. 1 & 2".

TOM SIEMBIEDA, 10501 Yolanda, Northbridge, Calif. 91324, buys switch stand, marker, brakeman's lanterns; also globes, switch locks, keys.

HAROLD SMITH, 61-17 68 Ave., Brooklyn, N.Y. 11227, will buy 8mm zoom movie camera.

R.L. SMITH, 712 S. 8 St., Coshocton, Ohio 43812, will buy pump type handcar or velocipede.

STAN STANDISH, Box 49, Glendale, Calif. 91209, sells 35mm, size 127 color slides UP 4-12-2's, etc; list, sample 50¢.

BOB STARBUCK, 6034 Rockhill Rd., Kansas City, Mo. 64110, sells color pix ATSF, CRI&P, MP, UP, KCS psgr. trains leaving KC Union Station. (SSE)

WM. STAUDE, 19 E. Central Ave., Telford, Pa. 18969, will sell Railroad Magazine '48-'68, Trains '66-'69.

JOHN STONE, 6810 Chambers Ave., Cleveland, Ohio 44105, sells enginemen's caps with C&O emblems.

JOHN SUSKEWICZ, 349 Roosevelt Rd., Pittsburgh, Pa. 15237, buys info. on Ohio River & Western and predecessors.

PAUL TILLEY, 10109 S. Stanford Ave., Los Angles, Calif. 90002, will buy 5-8/40 issues Railroad Magazine.

SCOTT TROSTEL, 652 S. Downing St., Piqua, Ohio 45356, will buy a handcar, velocipede, trk. bicycle.

ED TRUNDLE, 3 Byron Rd., Orange, Texas 77630 will sell 2 lamp coach fixture from a CO rr. incl. chimneys and shades.

HOWARD WAYT, Box 441, Bellaire, Texas 77401, buys, trades rr., trolley slides esp. foreign, Zephyr, C&O, VGN, CMSP&P, GN, NP.

C.W. WITBECK, Box 970, Hammond, La. 70401, sells size 616, p.c. negs; list $1.

B.R. WOODCOCK, 203 Molly Lane, Chads Ford, Pa. 19317, sells 8x10 pix steam, diesels, elecs.

BOB YANOSEY, 40 Hendel Ave., N. Arlington, N.J. 07032, sells diesel negs. EL, CNJ, LV, N&W, etc. on approval.

W. YOUNG, Box 172, N. Vancouver, B.C., Canada, will sell "Ry. Enginneering" ('99), Helmers' "Historic Alpine Tunnel".

CHAS. BRADFORD, 1773½ Airport H'way, Toledo, Ohio 43609, wants pix of Nickel Plate cabooses showing markings clearly.

ARTHUR FRAKES, 3921 4th St., Port Arthur, Texas 77640, will sell railroad menus, buttons, tts.

CHARLES KRATZ, 17821 Golfview, Homewood, Ill. 60430, buys anything C&EI, CIL (MON), IC, SF; wants SF Iron Horses.

MICHAEL MAGARA, 19 Dawn Drive, Clark, N.J. 07066, wants a Climax cylinder plate and a Lima Shay patent plate.

HOWARD PINCUS, 5 Eldredge Pl., Rye, N.Y. 10580, will buy Erie photos 1925-'60, any locos, cars, buildings, etc.; prints, slides, neg., b&w or color.

DICK SAPPELLI, 390 Dartmouth St., Wyckoff, N.J. 07481, will buy 4" Adlake 100 globe for trainman's lantern.

JIM SCHAUT, 119 E. Navarre St., South Bend, Ind. 46601, buys or trades sw. keys, esp. ACL, SAL, FEC.

WAYNE SCHENK, Box 195, West Seneca, N.Y. 14224, sells orig. color slides of diesels, stations, List, sample 25¢.

FRED SCHOLL, 11 Columbia Ave., Syracuse, N.Y. 13207, buys 8mm movies, pix slides of NYC, DL&W steam near Syracuse.

TOM SEAMAN, Box 243, Elizabethtown College, Elizabethtown, Pa. 17022, buys color slides, tts., emp. tts. of PRR, RDG, PRSL.

MARK SEWARD, 25 Kinsley, Acton, Mass. 01720, buys diesel rosters of SLSF, ATSF, UP; color pix D&MM 1.

A.R. SHADE, 9831 Aldridge Dr., Columbia Station, Ohio 44028, sells or trades pix, b&w slides PRR steam locos. List, sample 25¢.

AL SHARP, 100 Shennecossett Pkwy., Groton, Conn. 06340, sells B&M, CV, NYNH&H, NYC, PRR tts.; rr. books rulebks.; maps; guides; trolley tts. List 25¢; state wants.

JIM SOMMER, 367 Parkview Ave., Yonkers, N.Y. 10710, buys pix, hardware, railroadiana, R&LHS Bulls, info. on NYC Putnam Div., incl. Brewster engine terminal.

JOHN STADELMANN, 88-16 213th St., Queens Village, N.Y. 11427, buys tts., emp. tts. of DL&W, PRR, LI, NYNH&H.

BEN STEVENS, 101 Weber Ave., Sayreville, N.J. 0872, wants car nos. and names of D&H Laurentian and Montreal Ltd. consists.

FRANK STOCK, 2130 Trowbridge Ave., Hamtramck, Mich. 48212, buys railroadiana. (What kind Frank?)

CARL WALLENMEYER, 915 W. Wisconsin Ave., Rm. 1216, Milwaukee, Wisc. 53233, wants control levers, switches with board from CTC, interlocking machines; send description or photo first. ●

Model Trading Post

CHAS. BADER, 153 Harvard St., Gardner, Mass. 01440, buys Tenshodo Crown UP Challenger, NP Yellowstone, NP/GN Challenger; trades, sells brass locos.

LARRY EASTWOOD, Box 41, Huntingdon Valley, Pa. 19006, buys Plastic Hobbyline std. coaches, combines made in mid '50's.

BOB GOULET, 55 Sayles Ave., Pascoag, R.I. 02859, will buy Mickey Mouse circus trains of 1930's.

GEO. KRUEGER, 12099 N. Saginaw Rd., Clio, Mich. 48420, will sell new HO-gage PRR 0-4-0.

DAN O'CONNOR, 614 San Fernando Rd., San Fernando, Calif. sells 6"-gage gasoline drive ATSF 4-6-4, GM-EMD A and B units, tender truck, caboose, car parts; pix available.

WM. SEIGFORD, 122 Mayfield Dr., Lititz, Pa. 17543, trades O-gage psgr., frt. cars for Marklin HO-gage 3-rail locos, psgr., frt. cars, trk., transformers, accessories. ●

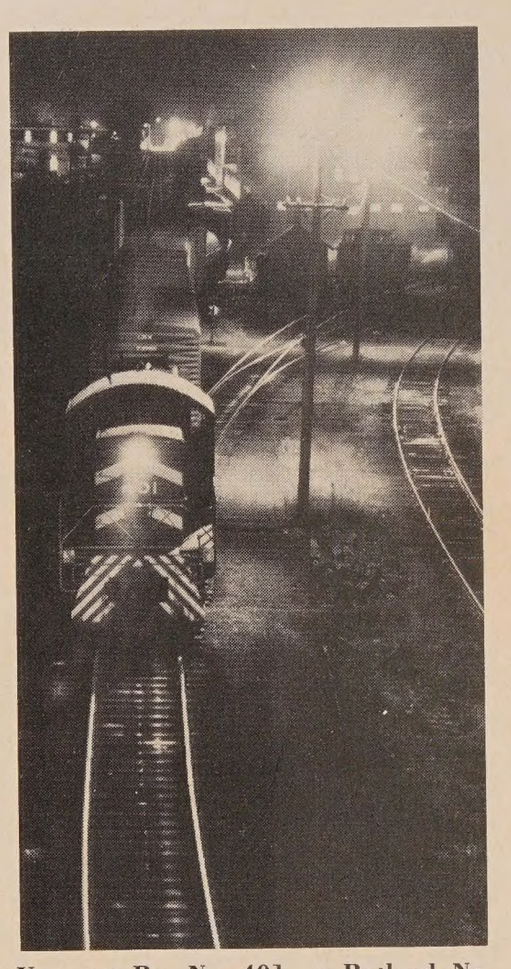
Coming Events

Oct. 10, 11: Steam trip on ex-Southern Ry. No. 4501, Chattanooga to Crossville, Tenn.; lv. Chattanooga So. Terminal Sta. 8 a.m.; air-conditioned coaches, open observation cars; adults $10.50, kids $5.50, under 5 free. Write TVRM-trip, Box 44, Chattanooga, Tenn. 37401.

Oct. 10-11: Two-day trip, Bethlehem, Wilkes-Barre, Sayre, Pa., via Lehigh Valley; enjoy foliage of Appalachian Mts. astride sparkling Susquehanna River; lv. Bethlehem; overnight stop in Wilkes-Barre; fare $23.95. Contact Quakertown & Eastern RR., Box 438, Quakertown, Pa.; tel. 536-4525.

Oct. 17: Travel on B&M, Boston via Greenfield, Mass., to Bellows Falls (Riverside), then steam ride on Green Mountain Ry.; fares before Oct. 1, $15.00 adults, $9. kids (after Oct. 1, $1 extra). Contact Railroad Enthusiasts, Box 136, Ward Hill, Mass. 01830.

Oct. 30-Nov. 1: Steam passenger s'vce directory conference; lectures, discussions on operations of tourist lines; films, banquet, ride on Strasburg RR; registration fee $12.50. Details from Empire State Ry. Museum, Box 459, Wall St. Sta., New York, N.Y. 10005. ●



Vermont Ry. No. 401, ex-Rutland No. 401, has just come in from Bennington, Vt., to be switched to Green Mtn. Ry., Delware & Hudson tracks, Sept. '65.
Photograph by E. H. Brown

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Colorado Midland Days

BACK in August, 1906, just before *Railroad Magazine* first hit the news-stands, C.A. Dearing hired out to the old Colorado Midland as an engine watchman at Cardiff, Colo. Soon he was promoted to fireman and then, in 1912, to engineer running on joint trackage of the CM and Denver & Rio Grande. Joining the Brotherhood of Locomotive Engineers in 1913, he has been a member of it ever since.

"In 1917," he writes, "engineer Clarence Danielson and I left Grand Jct., Colo., with a 25-car troop train, which was quite large for those days. Danielson helped from Grand Jct. to Ivanhoe, and I went through to Leadville. During the war, the railroads were short of crews and power. We had some rented Midland Terminal engines.

"One day we got a 22-car oil train out of Grand Jct. and I took it out of Cardiff. It was a bad night on the 4 percent grade. We got a message out of Busk (east end of Ivanhoe Tunnel) that Windy Point was snowed in. Well, I got 11 cars and the engine through the drift and then we stalled.

"Conductor Walter Lee cut me off with the 11 cars and we proceeded to Arkansas Jct. The company had to call a crew out of Leadville to go up with a caboose full of men and shovel out the rear end of my train. The CM folded up on the 4th of August in 1918.

"At least five old Colorado Midland engineers are still around: Dave Cuthbert and Leo O. Heller in Cheyenne and George Denmon, Clarence Danielson, and myself in Denver." ●

Pen Pals Wanted

John Pawlowski, Jr., 166 Ridgewood Dr., Amherst, N.Y. 14226, buys and swaps old postcards.

Mrs. Mabel Bistline (64), 810 6th St., Greeley, Colo. 80631.

Mary Dickey, 3171 34th Ave., Sacramento, Calif. 94131, trades postcards showing U.S. history or covered bridges.

Macie Bloom (65), 3603 Egelhof Lane, Indianapolis, Ind. 46227.

Irene Wisniewska (21), Stupsa, W. Ptowiecka 6/1, Poland.

Estelita R. Berdos (24), 119-C T. Villa Prvt Rd., Cebu City, Philippines.

Mary Gard, 208 F St. S.E., Auburn, Wash. 98002, trades postcards, esp. from capitals.

Robert P. Marshall, U.S. 345-380-737, B. Btry, ESB, USAFAS, PSCS-5, Fort Sill, Okla. 73503.

Anthony Potochnik (35), 158 Perkins Ave., Nogales, Ariz. 85621.

Sgt. John A. Rectar, AF 16960888-CM, R-4292, APO, San Francisco, Calif. 96330.

A.W. Morrison, N. Low St., Coalgate, Okla. 74538.

Lois Schmauch (19), 6140 Loud Drive, Oscoda, Mich. 48750.

Virgie Helton, Rte. 2, Box 119, Catlettsburg, Ky. 41129.

Mrs. Peggy Patrick (41), Rte. 3, Box 353, Ashland, Ky. 41101.

Ronald C. Salisbury (26), 7439 N. Judson St., San Diego, Calif. 92111, wants to hear from California girl railfans.

Rosario Centine (25), 183-D T. Padilla St., Cebu City, Philippines.

Sharon Dickey (20), 1330 North C, Broken Bow, Neb. 68822.

T.J. Pelletier, Box 64, Palouse, Wash. 99161, crippled, needs cheer-up letters and cards.

Earl B. Carter, Carpenter Manor, Smith Center, Kan. 66952, wheelchair patient, needs cheer-up letters and cards.

Barbara Ann Wright (34), contact your brother, John E. Wright (32), 940 Sheridan Ave., Bronx, N.Y. 10456. ●

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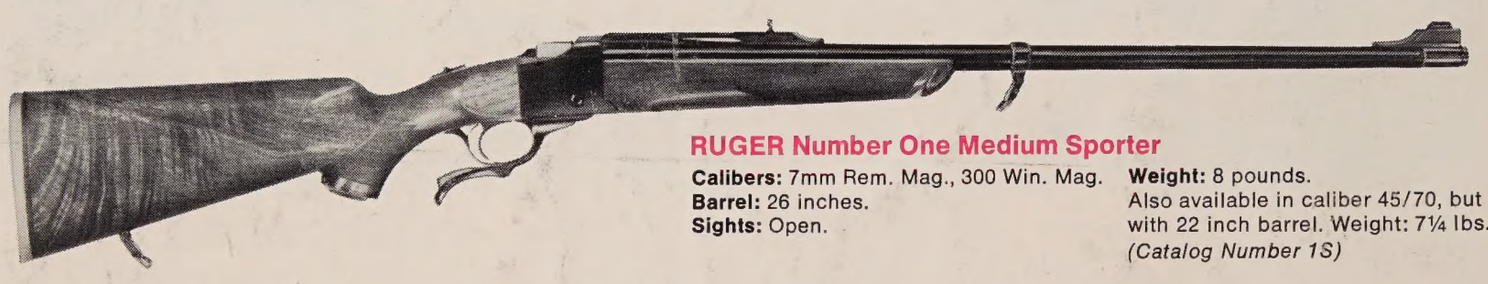
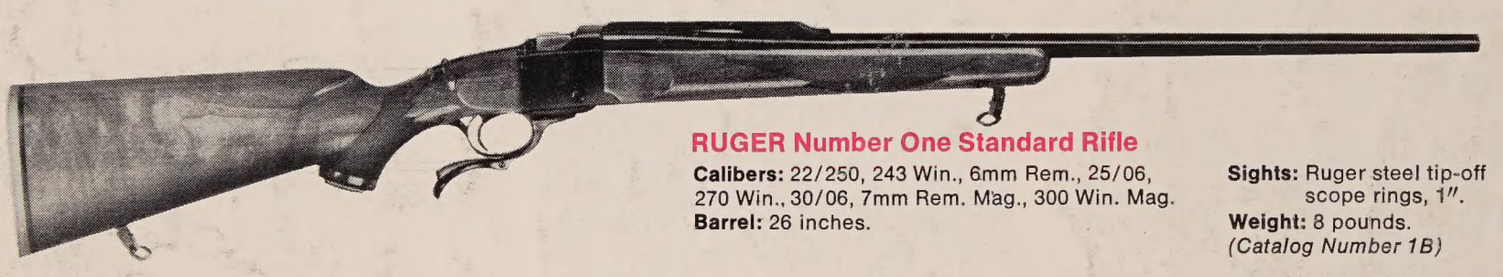
RUGER Number One Light Sporter

Calibers: 243 Win., 30/06, 270 Win.
Barrel: 22 inches.
Sights: Open.
Weight: 7¼ pounds.
(Catalog Number 1A)



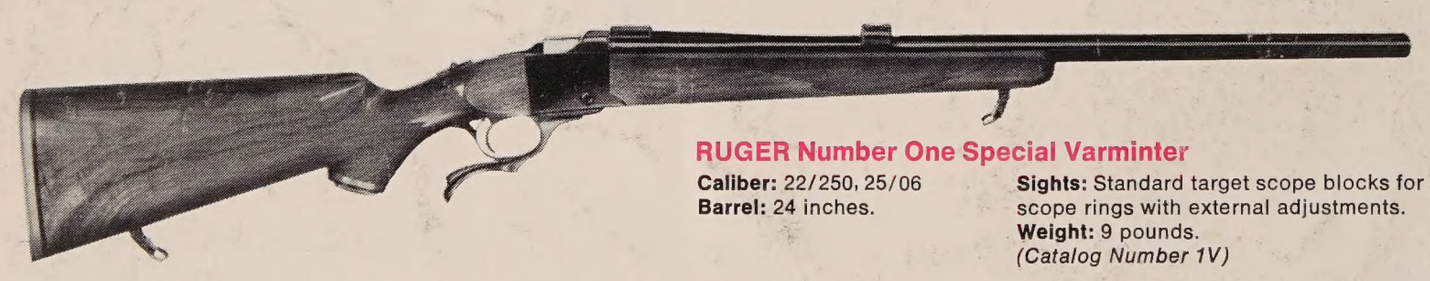
RUGER Number One Medium Sporter

Calibers: 7mm Rem. Mag., 300 Win. Mag.
Barrel: 26 inches.
Sights: Open.
Weight: 8 pounds.
Also available in caliber 45/70, but with 22 inch barrel. Weight: 7¼ lbs.
(Catalog Number 1S)



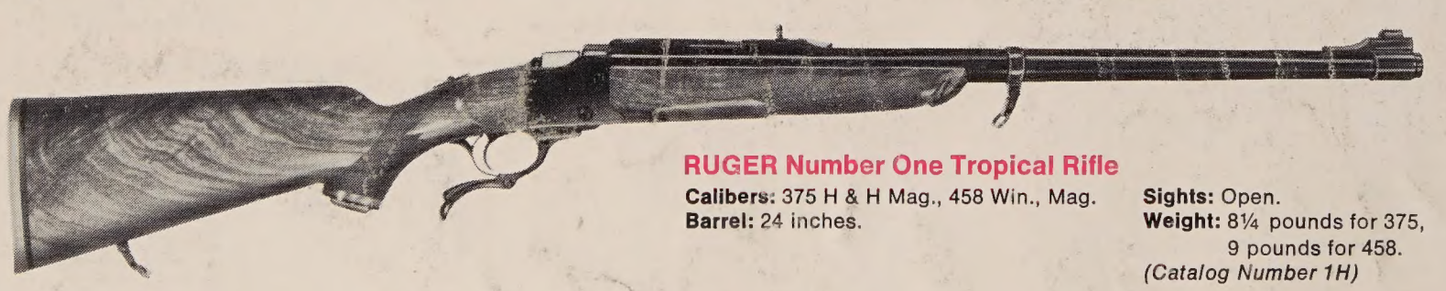
RUGER Number One Standard Rifle

Calibers: 22/250, 243 Win., 6mm Rem., 25/06, 270 Win., 30/06, 7mm Rem. Mag., 300 Win. Mag.
Barrel: 26 inches.
Sights: Ruger steel tip-off scope rings, 1″.
Weight: 8 pounds.
(Catalog Number 1B)



RUGER Number One Special Varminter

Caliber: 22/250, 25/06
Barrel: 24 inches.
Sights: Standard target scope blocks for target scope rings with external adjustments.
Weight: 9 pounds.
(Catalog Number 1V)



RUGER Number One Tropical Rifle

Calibers: 375 H & H Mag., 458 Win., Mag.
Barrel: 24 inches.
Sights: Open.
Weight: 8¼ pounds for 375, 9 pounds for 458.
(Catalog Number 1H)

General information on specifications:
Sights: Catalog Numbers 1A, 1S, and 1H have adjustable folding leaf rear sight mounted on quarter rib and ramp front sight base with caterpillar type gold bead sight. All quarter ribs are machined to accommodate Ruger steel tip-off rings. Scope rings are $15. additional for all models except 1B.

Woodwork: Carefully selected American Walnut. Pistol grip and forearm hand-checkered to a borderless design.
Price: Suggested retail price is $265 for any of the models listed above.
How to order: Place an order with your Ruger dealer by Catalog Number and caliber. (No variations from the above specifications are possible).

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